FOR THE PROPRIETORS
H. H. Wilson
Business Manager.

Library, Supreme Court

THE Studebaker "SIX"

— by STUDEBAKER — a name which has signified long, dependable service for seventy-eight years.

HONG KONG HOTEL GARAGE

25, Queen's Road C. & at Stubbs Road.
The Hong Kong & Shanghai Hotels, Ltd.

The China Mail

ESTABLISHED 1845

No. 27,737 HONG KONG, THURSDAY, MARCH 5, 1931. PRICE $3.00 Per Month.

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 11d.

A SECRET?

An Irish Motorist thinks that the Dunlop Rubber Company possess a valuable secret. Read what he says!—

". . . . from practical experience I have been long since convinced that Dunlop covers and tubes are the best made for cars, motor cycles and cycles. I say this from long experience."
"The Dunlop Company, I think, is like Guinness & Co. It has a manufacturing secret, undiscovered by its competitors."

The Dunlop Rubber Co., (China) Ltd.
Pedder Building. Telephone 24554.

STEAMBOAT CO. MEETING.

Lower Earnings for Year Explained.

EFFECT OF LOW EXCHANGE.

The ordinary annual meeting of the shareholders of the Hong Kong, Canton and Macao Steamboat Co., Ltd., was held this morning under the chairmanship of Sir Robert Ho Tung, who was supported by the Hon. Mr. J. P. Braga, and Messrs. Li Tse-fong, M. K. Lo, R. K. Batchelor, and C. A. da Roza (Directors) and Mr. G. E. Eliams, (Acting Secretary).

The following shareholders were present, Messrs. K. Stuart-Smith, A. M. L. Soares, M. Fernandez, J. D. Bush, M. H. Lo, Hung Tsze-yee, Luk Pak-to, M. P. Lo, Wei Tat, Kwan Yau-kwong, Ho Leung, and Ho Po-sang.

The Chairman said:—

The profit on working for the period under review, including income from investments, rents, and profit on sale of shares amounts to $230,779.69, from which has to be deducted cost of repairs, depreciation, directors' and auditors' fees, and interest, leaving a net profit of $22,395.67. We carried forward from previous account the sum of $19,123.10, which with the profit I have just mentioned, makes up the sum of $41,518.77 available for appropriation.

Your Directors regret that they cannot see their way to recommend the payment of a dividend.

As you are aware, after the extraordinary general meeting held on March 4, 1930, my predecessor in the chair demanded a poll. This was taken on June 24, 1930, and the various resolutions submitted by the shareholders, who requisitioned the extraordinary general meeting, were passed by the shareholders with a majority of 5,068 votes. Until the Directors were certain which policy the shareholders favoured, arrangements were made with the former farming syndicate to continue working the Company's ships on the basis of 1929 farming agreements, and this remained in force until the middle of May. At this time arrangements were made for the farmers to manage the Chinese freight and passage business on a commission basis until June 30, as the result of the poll would not have been known till June 24 and the farmers had intimated their unwillingness to continue the farming arrangements until end of June. As soon as the result of the poll was known, the new Board had to assume the responsibility of giving effect to such resolutions, and during the short period of June 24 to June 30, of engaging the necessary personnel and taking over from the farmers. Mr. Hung Tse-yee was appointed Chinese manager under my guarantee as from July 1, 1930.

I think the results of working for the six months, July-December under the Company's new system fully justify the policy I outlined when I addressed you a year ago.

Comparative Figures.

As you have no doubt observed from the Directors' report, the comparative figures for the Chinese freight and passenger business for the periods:—

(1). — 1929, January - June (when such business was farmed out) and

(2). — 1930, January - June (when from 1.1.30 to middle May such business was farmed out but, thereafter, until 30.6.30 was under Farmers' management) show that the receipts for the first period exceeded those for the second period by the sum of $18,086.58 for the Canton line and $20,963.30 for the Macao line. The comparative figures for the 1929 July-December period (when such business was farmed out) and for the 1930, July-December, period (when the business was under the Company's own management) show that, whilst the Company received $10,727.86 less in the Macao line when the business was managed by the Company, it received $97,153.55 more in the Canton line during the period of the Company's own management than the corresponding period in 1929 when the business was farmed out.

Compared with the gross earnings of the previous year, the Canton line showed a decrease of 5.2 per cent. for the first six months' working, but under new management more favourable results were effected during the second half of the year and an increase of 28.1 per cent. was recorded. Compared with the immediately preceding half-year, viz., January-June, 1930, the result is even more striking, the ratio of increase in earnings being 33.1 per cent.

Macao Line Loss.

As regards the loss of earnings on the Macao line of $10,727.86, it should be pointed out that for about 3½ months during the period in question the Company had to compete with increased opposition. Had the business been farmed out, the farmers would have been entitled to substantial deductions in respect of this increased opposition. If the amount deductible by the farmers was to be credited to the account, the result would have shown a profit of approximately $9,772.14.

It is gratifying to note that Investment Fluctuation Account shows an increase of $833,644.40 and now stands at $678,728.60. This augmentation is due to the exceptional rise during the past year in values of certain local stocks.

In turning to the Balance Sheet you will notice a smaller sum has been written off for depreciation of steamers. Hitherto it has been the policy of the Company to write 5 per cent. off the cost value of the steamers or, in other words, writing them off in 20 years. On examination, your present Board considered the policy might undergo a change without detriment to the Company, as the average useful life of a river steamer is about 35 years. We have therefore, written off 5 per cent. of the book values, instead of cost value.

Reduced Earnings Explained.

You will have seen from the report that there has been a heavy falling off in steamers' net earnings compared with the previous year. Gentlemen, you will, I think, desire me to explain to you briefly the reasons for the reduced net earnings.

The principal adverse factor is one influencing practically all business undertakings in the Colony without exception, in which revenue is derived wholly in silver

(Continued on Page 12.)

INDIAN AGREEMENT SATISFACTORY.

Congress Men Abandon Boycott.

U.S. TRADE GRATIFIED.

Rugby, Yesterday.

The Secretary of State for India, Mr. Wedgwood-Benn, in the House of Commons, announced that the Governor-General, Lord Irwin, had informed him that the conversations which have been proceeding in Delhi concluded satisfactorily last night.

The Governor-General proposes to issue an early statement as to the present position.

It is understood that the text of the statement will be communicated to the House of Commons to-morrow afternoon and will at the same time be released in India.—British Wireless Service.

New Delhi, Yesterday.

Mr. Gandhi for seven hours discussed with Mr. H. W. Emerson, the Home Secretary, details in connection with carrying out a settlement. The conversations related mainly to the restoration of confiscated property and the release of political prisoners.

Although the full terms of the settlement are not yet known, Congress leaders declare that they are pledged to abandon the boycott as a political weapon and they have limited the activities of the picketers as, in arranging a truce, it is necessary to drop hostile weapons.

It is reported that under the settlement only peaceful picketing shall be employed. On the other hand Congress members declare that the boycott of foreign goods will remain.—Reuter.

Americans Pleased.

Washington, Yesterday.

Trade circles are extremely gratified at the conclusion of the Irvin-Gandhi agreement which is anticipated favourably to affect American commerce.

It is believed that the Indian demand for silver may be increased, thus helping American and Mexican mines.—Reuter's American Service.

DEATH OF BRITISH MINISTER.

Earl Russell Passes Away in Marseilles.

INDIA UNDER-SECRETARY.

Rugby, Yesterday.

Earl Russell, Under-Secretary of State for India, died suddenly yesterday in Marseilles at the age of 66 years.

Earl Russell, who had been recuperating in the South of France after his recent illness, was, it is understood, about to re-

Mr. B. Russell.

turn when he was overcome by an attack which proved fatal.

Earl Russell was appointed Parliamentary Secretary to the Ministry of Transport when the Labour Government was formed in 1929 and later in the same year succeeded Dr. Drummond Shiels as Under-Secretary of State for India.

His brother, Mr. Bertrand Russell, the famous mathematician and author of many philosophical works, succeeds to the Peerage.—British Wireless Service.

Collapse in Hotel.

Marseilles, Yesterday.

Earl Russell collapsed in an hotel this afternoon and died of heart failure.

His brother the Hon. Bertrand Russell, is coming to Marseilles immediately.—Reuter.

COLLISION BETWEEN TWO STEAMERS.

Whilst Backing from Berths at Kongmoon

NO SERIOUS DAMAGE DONE.

A collision on the river, which fortunately did not result more seriously, occurred at Kongmoon yesterday afternoon, the vessels concerned being the s.s. Wing On (Captain Mutton), and the s.s. Tai Lee (Capt. Bousfield), both of which were able to make the journey to Hong Kong, arriving here last evening.

As far as could be gathered, the collision occurred at about 3 p.m., as both ships were backing from their berths clearing simultaneously for Hong Kong. The ships bumped stern on.

Both were damaged, but as the Wing On had more "head on" at the time of the impact, the Tai Lee suffered the more seriously of the two.

The Wing On was damaged on the starboard side, the most noticeable being the free board on the lower deck, but the damage can be described as slight.

The Tai Lee was more badly damaged, on the aft port side, and will require attention.

However, the damage to both ships cannot be considered to be serious, so much so that it was learned that both will make the trip to Kongmoon as per schedule to-night. It is probable that the Tai Lee will go into dock after her return to Hong Kong. The Wing On it is understood, will not dock.

ARMED ROBBERY.

Three men, one armed with a revolver and another with a dagger, entered a hut at the junction of Argyll Street and Prince Edward Road at 7.50 last night.

After overpowering the occupants—a stall-holder, his mother, sister and two nieces—the robbers stole a pair of bangles, valued at $20.

Shouts were raised by the victims and the intruders escaped.

STOP PRESS

Washington, Yesterday.

President Hoover, in a formal statement, describes the Naval settlement "as a matter of congratulation for the whole world."

Subsequently Mr. Stimson indicated that it was satisfactory to the United States.—Reuter's American Service.

Paris, Yesterday.

The Senate Finance Committee has adopted the war estimates, involving a reduction of 25 million francs.—Reuter.

Rio de Janeiro, Yesterday.

Ex-President Pitacio Pessoa has been appointed Brazilian Ambassador to Washington.—Reuter's American Service.

Washington, Yesterday.

President Hoover has signed the Act making "The Star Spangled Banner" the official National Anthem.—Reuter's American Service.

New York, Yesterday.

A report from Bogota says that an agreement allowing the Colombian Petroleum Company (which is composed of United States interests) the right to exploit a million acres in the Barco Oilfield has been signed by the Colombian Minister of Industry. Barco is believed to be one of the world's greatest oilfields. It is expected that Colombia will now enter the front rank of the world's oil producers. The contract which provides for the Colombian Company to operate the field for the next fifty years ends five years' litigation during which there were frequent interchanges of Notes between Washington and Colombia. Three-quarters of the Colombian Petrol Company's stock is owned by the Gulf Oil Company and the remainder by the Carib Syndicate, which, it is reputed, is controlled by a New York banking house. The development of the field will begin immediately, including the building of a $25,000,000 pipe-line to transport oil to the north-coast of Colombia on the Atlantic side.—Reuter's American Service.

"MASSACRE OF THE INNOCENTS."

Orgy of Obstructionist Tactics.

U.S. BILLS KILLED

Washington, Yesterday.

A massacre, of the innocents has been caused by a final orgy of obstructionist tactics in the Senate.

The measures killed include the Jenkins Immigration Bill (which would have greatly tightened up the regulations), the Vestal Copyright Bill and the Kendall Tariff Bill (the latter further favouring American producers).

The 71st Congress has now officially ended.—Reuter's American Service.

GHASTLY ACCIDENT IN SHANGHAI.

American Pilot Almost Decapitated.

PINNED UNDER CAR

Shanghai, To-day.

Captain G. W. Crum, 43 years of age, an American and a Whangpo pilot, met his death under ghastly circumstances last night.

He was driving a powerful Packard car in the Western district. He appeared to hesitate at a turning, failed to navigate the turn and crashed through a telephone standard, rooted up several trees, and hit a house from which the car rebounded.

The car turned a somersault twice, pinning Captain Crum underneath.

The accident occurred outside the Country Hospital, to where he was immediately taken, but was found to be dead. He was almost decapitated beside receiving other terrible injuries.—Reuter.

ANOTHER BLOW FOR GOVERNMENT

Lady Cynthia Moseley Resigns from Party.

BELIEF IN SOCIALISM.

Rugby, Yesterday.

Lady Cynthia Mosley, member of Parliament for Stoke, has resigned membership of the Parliamentary Labour Party.

Lady Cynthia, who is a daughter of the late Lord Curzon, is the

Lady C. Moseley.

wife of Sir Oswald Mosley and was one of the adherents to his recent Memorandum announcing the formation of the "New Political Party."—British Wireless Service.

Abdicated to Tories.

London, Yesterday.

In a letter to Mr. Ramsay MacDonald, Lady Cynthia Mosley, explaining her resignation, declares that the present Labour Government differs little from the preceding Tory and Liberal Governments. Mr. Snowden's recent speech had convinced her that the Government had abdicated to a complete acceptance of the philosophy of their most reactionary opponents.

She concludes: 'The only final solution of our economic problem is the Socialist solution."—Reuter.

BRITAIN AND NAVAL PACT.

Policy Based on New Agreement.

CHIEF FEATURE.

Rugby, Yesterday.

In the House of Commons the Secretary of State for Foreign Affairs, Mr. A. Henderson, referring to the Naval agreement reached in the negotiations in Paris and Rome, said that subject to the concurrence of the other signatories to the London Naval Treaty, a solution was found for problems left outstanding by the London Conference. He explained that, having been informed of the position of the conversations which have been proceeding for some time between French, Italian and British experts, and in view of the possibility of further increases in Naval armaments if an agreement were not reached at an early date, the Prime Minister, the First Lord of the Admiralty and he were convinced that success could only be achieved by getting into personal contact with the leading Ministers concerned in both countries.

Mr. Henderson said that he and Mr. Alexander met with a most friendly reception both in Paris and Rome, and it was only a keen desire for agreement manifest in both capitals that overcame the serious difficulties which had so long prevented an agreement. He emphasised that, whatever actual limitations were imposed, the outstanding feature was political and the fact that the agreement would increase feelings of friendship and co-operation not only between the countries immediately concerned but between all the signatories of the London Naval Treaty.

Mr. Alexander, replying later to a question, said that the Government's Naval policy was based on hope of such agreement and Great Britain's replacement programme, which was within the limits of the London Naval Treaty, would in no way prejudice the cause of disarmament at the forthcoming World Conference.—British Wireless Service.

Hopes for Geneva.

London, Yesterday.

In the House of Commons, Mr. Henderson said that the agreement prevents a renewal of competition in Naval armaments. Moreover a break down of the negotiations would have vitiated the atmosphere in which the World Disarmament Conference would meet in 1932. He hoped now all would meet in Geneva with better prospects of ultimate success all along the line.

Mr. Henderson said that it would be clearly discourteous to give information of the terms of settlement until the signatories to the London Treaty, including the British Dominions, had time to consider them. He hoped that Mr. Alexander would be able to give details during the debate, on the Navy Estimates next week.—Reuter.

ELECTORAL REFORM BILL.

Alternative Vote Clause Carried.

COMMITTEE STAGE.

London, Yesterday.

The House of Commons, in the Committee stage of the Electoral Reform Bill, carried the clause introducing the alternative vote, the division resulting:—

For 277
Against 251

Majority 26
—Reuter.

There are seven principal proposals in the Government Representation of the People Bill. These proposals are:—

The voting at Parliamentary elections to be by the alternative vote.

The division of certain double-member constituencies.

The abolition of business premises qualification for registration except in the City of London.

The abolition of University constituencies.

The provision for enabling the taking of polls to be postponed in islands.

A restriction on the use of vehicles at Parliamentary elections.

A maximum scale of election expenses.

Alternative Vote.

The first clause deals with the alternative vote, the suggested rules for which are set out in a schedule. These state a voter may indicate his first preference by putting the figure one, or a cross, opposite that candidate's name on the ballot paper.

He may also place the figure two opposite the name of the candidate whom he would prefer if his first-choice candidate could not be elected.

A candidate receiving an absolute majority of first votes would be declared elected.

If no candidate received an absolute majority, however, the candidate receiving the smallest number of first preferences would be excluded, and the second preferences on his papers transferred to the candidate.

The candidate who received an absolute majority at the second count would then be declared elected.

Absolute Majority.

If still no candidate had secured an absolute majority, the process of excluding the candidate with the smallest number of votes, and transferring the second preferences to unexcluded candidates, would be continued until one candidate secured an absolute majority.

The double-member constituencies which are to be divided are Blackburn, Bolton, Brighton, Derby, Norwich, Oldham, Preston, Southampton, Stockport, Sunderland and Dundee.

Use of Vehicles.

The use of a vehicle at General Elections is restricted to the owner or a member of his family resident with him. An owner, however, may register his vehicle with the Returning Officer of any constituency he desires, and the Returning Officer will allot these vehicles, with a view to facilitating the conveyance of voters to polling stations irrespective of party.

With regard to the scale of election expenses, the present maximum is six-pence per elector in counties and five-pence per elector in single-member boroughs. The Bill proposes to reduce these amounts to fivepence and fourpence respectively.

SHIP OVERLOADING CHARGE.

Manager of Shipping Firm Summoned.

OBJECTION BY COUNSEL.

Mr. Chan Yan-tong, manager of the Sze Yap S.S. Co., owners of the s.s. Tai Lee, was to-day summoned before the Hon. Comdr. G. F. Hole, R.N., (retired) on a charge of allowing the ship to be overloaded to the extent of submerging the centre of the disc, at Ping On Wharf, at 8 p.m., on March 1.

Mr. E. S. C. Brooks, who appeared for the defence, entered a plea of "not guilty," and raised objection to the summons on two grounds (1) that Mr. Chan was not the owner of the Tai Lee, and therefore did not have any say with regard to its loading; and (2) that he knew nothing about the overloading, and therefore was not liable.

Boarding Officer's Assertion

Boarding Officer Cook, who took out the summons against Mr. Chan, said in reply to the Magistrate that he was unable to prove that Mr. Chan was the owner of the Tai Lee, but, given time, he would be able to prove that Mr. Chan was the manager of the Company which owns the ship, and that he knew of the overloading.

Mr. Brooks said that he did not wish to obstruct the Court and was prepared to admit that Mr. Chan was the manager of the Company. But, he said, even assuming that, the summons was bad as the Company were the owners of the ship, and therefore the Company and not an individual in it should have been summoned.

Descriptive.

The Magistrate pointed out that Mr. Chan was described on the summons as the manager of the Company, owners of the Tai Lee. He emphasised the plural "s" in owners, and suggested that "manager of the Company, etc.," was descriptive.

Mr. Brooks agreed.

Magistrate: Therefore the summons is good.

Mr. Brooks disagreed, arguing that Mr. Chan was neither the master nor the owner of the ship, who were the only persons liable. The person named as defendant on the summons was Mr. Chan, and for the reason he had stated that could not be. Besides, Mr. Chan knew nothing about the overloading. He was in a Chinese restaurant in Des Voeux Road at 8 p.m. on March 1.

The Magistrate stated that the question of knowledge was one that had to be proved. He gave a remand until next Monday morning, when evidence would be heard.

A similar summons taken out against Captain Elvidge, master of the Tai Lee, was also adjourned until Monday.

DRIZZLE AND MIST.

The Royal Observatory's weather report to-day states:

The depression has passed into the Pacific.

The anticyclone is central over the Yellow Sea.

Fresh monsoon along the S.E. Coast of China and moderate monsoon over the N. China Sea.

Forecast: — E. winds, moderate; overcast; drizzle and mist.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day—0.02 inch. Rainfall since January 1—0.96 inch against an average of 3.41 inches—deficit 2.45 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	58
Macao	59
Pratas Island	74
Manila	72
Foochow	54
Chefoo	28
Shanghai	36

BANKS

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:-
Sterling ..... £ 6,500,000
Silver $10,000,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:—
Hon. Mr. C. G. S. Mackie, Chairman.
Hon. Mr. J. J. Paterson, Deputy Chairman.
W. H. Bell, Esq. T. E. Pearce, Esq.
A. H. Compton, Esq. J. A. Plummer, Esq.
R. Lander Lewis, Esq. T. H. B. Shaw, Esq.
G. Miskin, Esq. J. P. Warren, Esq.
Chief Manager.
V. M. Grayburn, Esq.

BRANCHES:—

AMOY	LONDON
BANGKOK	LYONS
BATAVIA	MALACCA
BOMBAY	MANILA
CALCUTTA	MUAR (Johore)
CANTON	MUKDEN
CHEFOO	NAGASAKI
COLOMBO	NEW YORK
DAIREN	PEIPING
FOOCHOW	PENANG
HAIPHONG	RANGOON
HAMBURG	SAIGON
HANKOW	SAN FRANCISCO
HARBIN	SHANGHAI
HONGKEW	SINGAPORE
HOILO	SOURABAYA
IPOH	SUNGEI PATANI
JOHORE	TIENTSIN
KOBE	TOKIO
KOWLOON	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 28th February, 1931.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN, Chief Manager.

Hong Kong, 16th July, 1930.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
56, Boulevard Haussmann, Paris.

Subscribed Capital .Frs. 72,000,000.00
Paid-Up Capital ...Frs. 68,400,000.00
Reserve Funds Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtze	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Neumea	Thanhoa
Fort-Bayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT, Manager.

Hong Kong, 1st May, 1929.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund .....Yen 113,500,000

Head Office:—YOKOHAMA.

Branches and Agencies at:	
Alexandria	Nagoya
Batavia	Newchwang
Bombay	New York
Buenos Aires (Temporarily closed).	Osaka
Calcutta	Peking
Canton	Rangoon
Changchun	Rio de Janeiro
Dairen (Dalny)	Saigon
Fengtien (Mukden)	San Francisco
Hamburg	Seattle
Hankow	Semarang
Harbin	Shanghai
Hong Kong	Shimonoseki
Honolulu	Singapore
Kai Yuen	Soerabaya
Karachi	Sydney
Kobe	Tientsin
London	Tokyo
Los Angeles	Tsinanfu
Lyons	Tsingtau
Manila	Vladivostock (Temporarily closed)
Nagasaki	

Interest allowed or Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
H. MORI, Manager.

Hong Kong, 10th September, 1930.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:

ALOR STAR (Malay States)	KUALA LUMPUR
AMRITSAR	KUCHING
BANGKOK	MADRAS
BATAVIA	MANILA
BOMBAY	MEDAN
CALCUTTA	NEW YORK
CANTON	PEKING
CAWNPORE	PENANG
CEBU	PESHAWAR
COLOMBO	RANGOON
DAIREN (Dalny South Manchuria)	SAIGON
DELHI	SEMARANG
HAIPHONG	SEREMBAN
HAMBURG	SHANGHAI
HANKOW	SINGAPORE
HARBIN (N. Manchuria)	SOURABAYA
HONG KONG	TAIPING (F.M.S.)
HOILO	TAYOY
IPOH	TIENTSIN
KARACHI	TOKYO
KLANG	TONGKAH (Bhuket)
KOBE	YOKOHAMA
KUALA KANGSAR (Perak F.M.S.)	ZAMBOANGA (Philippine Islands)

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 8th January, 1929.

THE NATIONAL CITY BANK OF NEW YORK.

HEAD OFFICE: 55, Wall Street, New York.

Capital, Surplus and Undivided Profits ..U.S.$224,554,293

Branches in:—

ARGENTINE	LONDON
BELGIUM	MEXICO
BRAZIL	PANAMA
CHILE	PERU
CHINA	PHILIPPINE ISLANDS
COLOMBIA	PORTO RICO
CUBA	STRAITS SETTLEMENTS
DOMINICAN REPUBLIC	URUGUAY
INDIA	VENEZUELA
ITALY	
JAPAN	

Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.
We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco and Spain and also of The National City Bank of New York (France), S.A., in Paris and Nice.

F. McD. COURTNEY, Manager.

Hong Kong, 20th February, 1931.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital .....U.S.$6,000,000
Surplus .....U.S.$1,572,454
Reserves .....U.S.$1,908,209

BRANCHES:—

Amsterdam	Genoa	Nice
Antwerp	Glasgow	Naples
Athens	Havana	Piraeus
Basle	Hamburg	Paris
Berlin	Havre	Penang
Biarritz	Interlaken	Peking
Bombay	Jerusalem	Palermo
Branan	Lido	Rotterdam
Brussels	London	Rome
Buenos Aires	Liverpool	Stamboul
Cairo	Lucerne	Shanghai
Calcutta	Lugano	Southampton
Cannes	Luxor	Singapore
Colombo	Marseilles	St. Moritz
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THE CHASE NATIONAL BANK
Resources ..Over G$2,500,000,000

E. W. DUGGAN, Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

HEAD OFFICE:—SINGAPORE.
Hong Kong Branch: 13, Queen's Rd. C.

Authorised Capital Straits $20,000,000
Issued Capital .... „ 8,000,000
Paid-up Capital ... „ 4,000,000
Reserve Liabilities of Shareholders . „ 4,000,000
Surplus ..... „ 2,520,000

Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.

TAN ENG HOOI, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY)

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Established 1824.

Hong Kong Office:—11, Queen's Road Central.

Authorised Capital ..... Guilders 150,000,000 (£12,500,000.)
Paid-Up Capital ..... Guilders 80,080,000 (£6,669,170)
Reserve Fund ..... Guilders 40,016,000 (£3,334,583)

Head Office:—AMSTERDAM*
Eastern Head Office:—BATAVIA.

BRANCHES:- Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jeddah, Kobe, Kota-Radja, Makassar, Medan, Padang Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Sourabaia, Soerakarta (Solo), Tegal, Tjilatap and Wolteverden*.

* These offices have safe deposit boxes to let.

London Bankers:—National Provincial Bank Ltd.
Correspondents all over the world
Banking business of every description transacted.

A. STOKKINK, Acting Manager.

Hong Kong, 18th August, 1930.

THE BANK OF CHINA.

中國銀行

Reorganised October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25, 00,000.00
Paid-Up Capital $24,710,200.00
Reserve Funds .....$ 3,820,503.82

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchanges.
We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

Hong Kong, 5th March, 1928.

THE BANK OF CANTON, LTD.

Established 1912.

Head Office:—Hong Kong.

Authorised Capital (H.K. Currency) $11,000,000
Paid-Up Capital 8,888,800
Reserve Fund 1,000,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco
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LONDON BANKERS:—
The Lloyd's Bank, Limited.
In all principal cities of the World.
Foreign exchange and banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from $5 to $40.

LOOK POONG SHAN, Chief Manager.

Hong Kong, 14th May, 1930.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

HEAD OFFICE:—Taipeh, Formosa.

Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.
Bank-Notes issued Average amount ...Yen. 45,000,000
BRANCHES AND AGENCIES:
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FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Hsiio, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, Calcutta, London, New York, Dairen.
LONDON BANKERS:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in all the principal Commercial Centres throughout the world.

K. NAGURA, Manager.

HONG KONG BRANCH:
8, Des Voeux Road Central.
Hong Kong, 19th January, 1929.

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EXCELSIOR BOOK STORE.
and at the Publishers
The Newspaper Enterprise, Ltd.
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HEAD OFFICE:
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Total Resources ..... over H.$30,000,000.00

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Branches and Agencies all over the world.

KAN TONG PO, Chief Manager.

RAILWAYMEN'S WAGES.

The £10,400,000 Fall in Traffic Receipts.

OPENING OF INQUIRY.

Railwaymen's wages and conditions have occupied the attention of the National Wages Board.

There were 17 members of the board—six nominated by the railway companies, six by the railwaymen's Unions, four by railway users, and the chairman, Sir Harold Morris, K.C. The room in which the inquiry is being held is ludicrously small for the purpose.

Both sides preferred to be represented by their own members rather than by professional advocates. The companies' case was in the hands of Mr. W. E. C. Lazenby, an official of the London, Midland and Scottish Railway, and he was supported by Mr. W. V. Wood, also of the L.M.S.

For the men, Mr. Marchbanks represented the National Union of Railwaymen, Mr. A. G Walkden, M.P., the Railway Clerks' Association, and Mr. John Bromley, M.P. the Associated Society of Locomotive Engineers and Firemen.

The claim of the railway companies was first heard. What they ask is that wages in the conciliation grades—practically the traffic staff—shall be reduced all round by 6s. a week, that the salaried staff shall submit to reductions of £10 to £15 a year, and that the standard weekly hours, 48 or less, shall be worked as the companies may desire and include Sunday duty when necessary. In place of the guaranteed week, payment would be made only for the time actually worked.

Changed Conditions.

In submitting these claims, Mr. Lazenby expressed confidence that the companies could justify to the full the relief which they were asking the Board to grant. He explained that the basis of railway wages and the exceptionally favourable conditions of service were settled in 1919 and 1920, when the railways were under Government control and in the period of optimism and high prices which followed the war, and that the resulting level of expenditure was too costly and the conditions of service too restrictive for the industry to bear in the vastly different circumstances of to-day.

He showed that the 1913 wages and salaries bill was £47,000,00; while the 1929 bill was £114,000,000 an increase of £67,000,000, or 143 per cent., while the increase over pre-war in the cost of living was 55 per cent. The volume of traffic in 1929 was less than pre-war.

Mr. Lazenby contended that the railwayman could no longer hope to maintain a favoured position, but must accommodate himself to the economic position of the industry. Increased railway charges would hinder, for they would not bring back the travelling public or the trader. He asked, indeed, that the railway companies should be placed in a better position to concede reductions of rail charges where this would aid them to retain or recover traffic.

If the companies' proposals were accepted, they would result (he continued) in an average wage rate of 51s. 11d. per week, which would leave a betterment of 11s. 6d. per week over the figure of 40s. 5d., which represented the pre-war average rate increased by 55 per cent.—the increase in the cost of living.

The Guaranteed Week.

Turning to the proposals regarding conditions of service, Mr Lazenby said that these would involve cancellation of the guaranteed day and guaranteed week They would also apply to overtime and put it on a weekly basis, and would prevent Sunday being treated as a day wholly apart from the working week. They would also cancel the penalty rate in respect of night duty.

A financial statement for the companies was put in by Mr. W. V. Wood. This showed that in 1930 there was a decrease in traffic receipts of £10,800,000 compared with 1929, and he estimated that in 1931 there would be a further fall of at least £2,500,000, making a total decrease compared with 1929 of £13,000,000.

Against this he thought that £5,000,000 might be saved in working expenses by reductions of staff, short-time working in shops, and rigorous curtailment of desirable but non-essential outlay.

In reply to Mr. Walken, Mr. Lazenby said that the proposals of the companies did not affect the present arrangements with regard to sick pay and annual holidays. There was no intention to disturb the customary privileges of the staff.

Mr. J. Bromley, M.P.—"You are not suggesting that when you let a clerk off for his marriage that is a punishment?"

Mr. Lazenby—"It may be in some cases." (Laughter.) He estimated the wage cuts proposed for the traffic grades at £5,500,000. The reductions proposed for the salaried grades would save £1,500,000. and the alterations in the conditions of service £2,500,000. The rest of the £11,000,000 would come from grades, such as shopmen, not covered by that inquiry.

Opposition of Unions.

Mr. Marchbanks, for the National Union of Railwaymen, said that he could not accept the companies' statement "as being within the region of accuracy." He gave the impression that the Union were much more concerned about the proposed new conditions than they were about wages, for he said if the companies' proposals were accepted there would be no conditions in future except those which they liked to impose.

He denied that the present condition of the industry was such as to make essential any reduction of pay or any variations in the conditions of employment. His view was that the first call on the industry was the maintenance of adequate salaries and wages and of employment consistent with economic needs and commensurate with the work and responsibility of the staff.

"CRUCIFIXION" OF TRADE.

The Menace of National Extravagance.

"The American orator Mr. W. J. Bryan, once said that this world was being crucified on the cross of gold. I am sometimes inclined to think that the industries of this country are being crucified on the cross of national extravagance."

This remark was made by Sir Frederick Lewis when presiding at the general meeting of the Houlder Line, Limited, at 53, Leadenhall Street, London.

"One of the most distressing features of recent political development," he continued, "was the appointment of a Royal Commission to consider the working of the Unemployment Insurance Act. A House of Commons committee had for months previously been investigating this question, and must during that period have been in a position to obtain all the information required to enable the committee to make recommendations for any necessary amendment of the insurance scheme so that it might be placed on a solvent basis.

"But presumably because the Government is unwilling to incur the responsibility a Government should assume, the urgently needed action is deferred by the appointment of a Royal Commission, and meantime the fund continues to run into debt at the rate of £30,000,000 or £40,000,000 per annum till such time as the Royal Commission make report and their recommendations can be carried into effect, which will probably occupy the greater part of a year.

Trade With The Argentine.

"Heavy taxation is largely the cause of increased costs of production, and high taxation is partly due to the manner in which the insurance schemes have operated, all of which aggravates the insurance problem."

Sir Frederick said that the activities of the Houlder Line were largely concerned with the trade between Britain and South America, particularly the Argentine, and added:

"Great Britain already enjoys a considerable export trade to South America, and British, goods command an excellent reputation, but I am credibly informed that if our manufacturers would devote more attention to studying the requirements of their prospective customers in South America there is room for a very great increase in trade.

"The British Trade Exhibition shortly to be opened at Buenos Aires by our greatest Ambassador, the Prince of Wales, will not doubt stimulate interest and encourage developments to the mutual benefit of both countries."

BANK DIVIDENDS.

ANGLO-FRENCH AND IMPERIAL BANK OF INDIA.

A preliminary announcement issued by the Anglo-French Banking Corporation, which was registered in 1923, states that net profits for 1930, after making full provision for bad and doubtful debts and for directors' fees and remuneration of the management committee, have amounted to £72,450, which compares with £58,160 for 1929. The directors recommend the distribution of a maiden dividend of 3 per cent., less tax, and the transfer of £10,000 to contingencies account and of £20,000 to reserve. Last year, preliminary expenses amounting to £32,607 were written off, together with £3,864, being cost of installation, furniture, etc. In addition, £10,000 was taken to reserve, leaving £2,190 to go forward.

The net profits of the Imperial Bank of India for half year to December 31, 1930, amounted to Rs. 36,14,900, against Rs. 40,99,700 in the corresponding period of 1929. With Rs. 27,49,200 brought forward, there is a total of Rs. 63,64,100, compared with Rs. 63,64,100, compared with Rs. 68,88,200. The governors have declared a dividend of 16 per cent. per annum, tax free, as before, absorbing Rs. 45,00,000. They have also transferred to reserve Rs. 2,50,000, against Rs. 5,00,000, and to pension fund Rs. 3,58,000, against Rs. 3,57,000, leaving Rs. 12,55,000 to go forward.

CANADA'S ECONOMIC STABILITY.

What She Owes to Her Railways.

AMERICAN INVESTMENTS.

In the course of an address on "Canada's Economic Stability," at the annual banquet of the American Institute of Steel Construction, Mr. E. W. Beatty, president of the Canadian Pacific Railway, said:—

Much has been written, and properly written, of railway achievement in the United States but much more could be said and written of Canadian railway accomplishment. When we look back over a short period of less than fifty years and consider that at that time a small group of American, British and Canadian capitalists undertook to construct a trans-continental railway through a country which was unknown and then largely unproductive, where difficult water-courses had to be crossed, much heavy timber to be removed and five ranges of mountains to be penetrated and traversed, it can scarcely be wondered that there was grave apprehension that the whole enterprise would be almost immediately a complete and utter failure. Happily, these fears were unwarranted. To me the construction of this railway, and its successful operation afterwards, will always be the most notable railway achievement, not only in Canada but in North America.

As you know, we have a railway situation in Canada which is unique and, I think, without parallel in the world to-day. It consists in the main of two systems—one of approximately 23,000 miles, owned by the Government, and Canadian Pacific, privately owned and operated, which, with its American subsidiaries, constitutes a system of over 21,000 miles.

Comparison With U.S.

In the size of their undertakings, the major railway systems in Canada, therefore, exceed in magnitude any existing American system, and we claim, with some justice that, in efficiency and service to the public, our transportation systems compare favourably with those of the U.S. The Canadian Pacific is a natural consolidation of many lines after the initial trans-continental construction was completed. The Canadian National is a consolidation compelled by the acquisition of these properties by the Government of Canada. We can, therefore, claim with reason to have solved the question of consolidation in Canada, and, in spite of geography and distance, to have surmounted difficulties incidental to the operation of extensive mileages under one central control.

Canada to-day possesses relatively the same area as the United States, but its population is little greater than the combined populations of the cities of Chicago and New York. Obviously, it will occur to anyone that a nation with so limited a number of people within its boundaries cannot adequately or speedily realise upon its natural wealth.

Therefore, as you were many years ago, most Canadians, while admitting the necessity of restrictions under present conditions which we believe to be temporary, are keenly conscious of the need of increased settlement of new people to create new wealth and of capital to aid in their efforts. That this has not been unknown to you and that the American financial interests have had no lack of confidence in Canada's future is evidenced by the fact that approximately three and a half billion dollars of American money are invested in Canadian enterprise or Canadian securities.

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PRIVATE HOTEL
Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)
Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.
EXCLUSIVE TABLE
entirely under European management.
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.
CLAREMONT
Tels.: 57389 & 57385 (Private).
Telegraphic Add.: "Fern" H.K.
Our motto is "SERVICE."

The question of silks for Winter can be answered to your satisfaction by an inspection of the goods we are now showing.
They have just arrived and you really owe it to yourself to come and inspect them.
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Opposite Queen's Theatre.

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Price Moderate.
A Trial Order is Solicited.
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undertakes to execute orders FOR MAKING DRESSES & GOWNS on latest styles within 16 hours.
LOVELY SILK STORE
No. 2, Stanley Street. Tel. 22100.
(Adjoining D'Aguilar Street.)

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All replies under this heading must be called for.

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WANTED.—Small office in Central District. Apply Box No. 683, c/o "China Mail."

TO LET.

TO LET.—Ground Floor of No. 8a, Des Voeux Road Central; at present in the occupation of the Netherlands India Commercial Bank, available from 1st April, 1931. Apply to David Sassoon & Co., Ltd.

TO LET.—To prospective visitors to England ideal accommodation in the West End of London, Centre of theatre land, etc. Good English fare Moderate charges. 61, Clarendon Road, Holland Park, London, W.11 G. B. Colson.

TUITION GIVEN

YOUNG Chinese Lady, educated in America, desires position as teacher of English in Schools or as private tutoress.—Box No. 681, c/o "China Mail."

ENGLISH LESSONS given to Students with particular attention to pronunciation, by English Barrister (Middle Temple). Apply Box No. 680, c/o "China Mail."

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY
(Camb. Higher Local), Camb. Teachers' Diploma)
MISS GERTRUDE TURNER,
(National Frodel Higne Certificate).

MISCELLANEOUS

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COMPANY MEETINGS

THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 19th March, 1931, AT NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 10th March, 1931, to THURSDAY, the 19th March, 1931, both days inclusive.

By Order of the Board of Directors,
F. H. CRAPNELL,
Secretary.
Hong Kong, 2nd March, 1931.

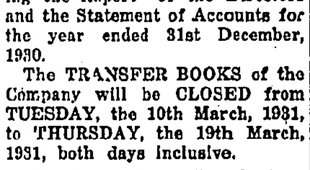
GENERAL NOTICES

HONG KONG & SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the Year ending 31st December, 1930, at the rate of Three Pounds Sterling together with a Bonus of One Pound Sterling at exchange 1/1⅛ is payable on and after the 2nd MARCH, 1931, at the Offices of the Corporation, where shareholders are requested to apply for Warrants.

By Order of the Board of Directors,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 28th Feb., 1931.

ALEXANDER'S INSTITUT DE BEAUTE



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Tel. 25169.
Opposite entrance H.K. Hotel.

COMPANY MEETINGS

THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY YEARLY MEETING will be held at the Company's Offices, P. & O. Building, on WEDNESDAY, 18th March, 1931, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1930, and electing Directors and Auditors.

The REGISTER OF MEMBERS of the Company will be CLOSED from 5th March, 1931, to 18th March, 1931, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 19th Feb., 1931.

GREEN ISLAND CEMENT COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the 42nd ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of the Company, Exchange Building, Des Voeux Road Central, Victoria, Hong Kong, on WEDNESDAY, the 18th day of March, 1931, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th March, 1931, to WEDNESDAY, 18th March, 1931, both days inclusive.

By Order of the Board of Directors,
ALLAN KEITH,
Secretary.
Hong Kong, 19th February, 1931.

THE DAIRY FARM ICE & COLD STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Shareholders in the Company will be held at the Company's Town Office, 2, Lower Albert Road, on WEDNESDAY, the 18th March, 1931, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 18th March, 1931, both days inclusive.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hong Kong, 27th Feb., 1931.

THE DAIRY FARM ICE & COLD STORAGE COMPANY, LIMITED.

NOTICE RE TRANSFER OF SHARES.

SHAREHOLDERS are requested to note that no "New Issue" shares will be transferred until after the Transfer Books have been re-opened on the 19th March, 1931.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hong Kong, 27th Feb., 1931.

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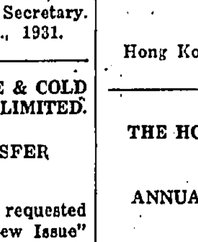
Hong Kong & Shanghai Hotels, Ltd.



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'Phone 25187.

SPORT NOTICES

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING 1931.

February 28, March 2, 3, 4, and 7, 1931.

ON SATURDAY, February 28, the first race will be run at 1.30 p.m., and on all other days at 11.30 a.m. On the first day the first bell will be rung at 1 p.m. and on the other four days at 11 a.m.

MEMBERS' BADGES & ENCLOSURE.

Members are reminded that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at $10 per day including tax—or $40 including tax for the Meeting (ladies $5 and $20, respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all chits, &c.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Club.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is $4 per day including tax for all persons, including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at $1 per day, including tax.

Bookmakers, Tic Tac men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, February 11, 1931.

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING, 1931.

THE TIFFIN INTERVAL on the Last Four Days will be taken after the Fifth Race on Each Day.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, February 25, 1931.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 365 metres:—

5-7.45 p.m.—European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.

5-5.30 p.m.—Variety.

Orchestral—
Dusky Stevedore,
Thelma Terry & Her Play Boys (5164).

Monologue—
The Parson in Defence of Parsons—Yes I Think So!
Vivian Foster (4116)

Vocal Duet—
Lucky Girl—Crazy Rhythm, Forevermore,
Layton & Johnstone (5146).

Song—
That's a Good Girl—Chirp, Chirp,
Elsie Randolph with Debroy Somers' Band (4952).

Chorus—
Poor Old Joe (Foster & Fletcher),
Hearts of Oak (Boyce),
Holme Valley Male Voice Choir (4500).

5.30-6.30 p.m. (approx.)—Relay of the Concert of Instrumental Music from the Helena May Institute.

6.30 p.m. (approx.) to 7.02 p.m.—Concert Items.

Octet—
Gossamer Wings (Gerard),
J. H. Squire Celeste Octet (5254).

Vocal Trio—
Chauve Souris—Grief,
M. Kondratieff and Mmes. Birse and Ershova (4423).

Violin Solo—
Rondino (Beethoven & Kreisler),
Yvanovitch Bratza (4823).

Song—
The Floral Dance (Katie Moss),
Rex Palmer, Baritone (3947).

Piano Duet—
The Bees' Wedding (Mendelssohn arr. Corder),
Dorothy Folkard & Muriel Warne (3944).

Song—
King Charles (Browning & Whyte),
Rex Palmer, Baritone (4487).

Violin Solo—
The Zephyr (Hubay),
Efrem Zimbalist (5314).

Chorus—
Robin Adair (Lewis),
The Salisbury Singers (Unaccompanied) (4044).

6.30-7 p.m.—European Children's Programme.

7.02 p.m.—Stock Quotations.

7.04-7.45 p.m.—Orchestral and Band Music.

Band—
The Lark's Festival (Brewer),
The Regimental Band of H.M. Grenadier Guards (9243).

Orchestral—
The Gipsy Baron (J. Strauss),
Johann Strauss & Symphony Orchestra (9398).

Band—
The Voice of the Guns (Alford),
The Regimental Band of H.M. Grenadier Guards (3844).

Orchestral—
The Clock is Playing (Blanauw),
Jean Lenson & His Orchestra (4741).

Band—
Marche Indienne (Sellenick),
Le Bombardier (Pares),
The Band of the Garde Republicaine of France (5724).

Orchestral—
Paysage (Raynaldo Hahn),
Jeane Lensen & His Orchestra (4011).

Band—
By the Blue Hawaiian Waters—
Tone Picture (Ketelbey),
Jungle Drums (Ketelbey),
The Band of H.M. Grenadier Guards (9411).

7.45-10.15 p.m.—Chinese Studio Concert.

10.15 p.m.—Boxing Match relayed from the City Hall, the principal event being Harry Ewin v. Jock Crichton of Shanghai.

12 p.m. (approx.)—Close Down.

STANDARD TIMES.

SUNRISE AND SUNSET IN COLONY.

Sunrise and Sunset in Hong Kong for March 1931, Standard time of the 120th Meridian. East of Greenwich) are as follows:—

Date	a.m. Sunrise	p.m. Sunset
5	6.42	6.28
6	6.41	6.29
7	6.40	6.29
8	6.39	6.29
9	6.38	6.30
10	6.38	6.30
11	6.37	6.31
12	6.36	6.31
13	6.35	6.32
14	6.34	6.32
15	6.33	6.33
16	6.33	6.33
17	6.32	6.33
18	6.31	6.33
19	6.30	6.34

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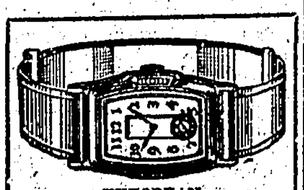

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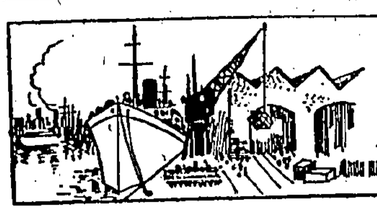


Shipping Intelligence.

OUR DEPENDENCY ON THE SEAS.

The Status of Merchant Service.

STIMULATING SPEECHES.

Admiral of the Fleet, Sir Roger Keyes, K.C.B., K.C.V.O., C.M.G., D.S.O. expressed some apprehension at the reduction of Britain's naval might in comparison with the navies of other nations when he responded to the toast of "Our Sea Services" at the third annual banquet of the Southampton Master Mariners' Club (The Cachalots"), which was held on board the Cunarder Aquitania.

The chair was taken by Captain J. G. Saunders, O.B.E., R.D., R.N.R., the "Captain." Supporting him were distinguished guests fully representative of the many branches of Britain's sea service.

A feature of the function was the enrolment of the principal guest, Major-General the Right Hon. J. E. B. Seely, C.B., C.M.G., D.S.O., Lord-Lieutenant of Hampshire, as a "Stowaway" or Honorary Member, and the presentation to him of his silver whale of office and a delightful illuminated address, fully symbolical of the sea, to mark his acceptance of the fellowship of the Club. The Lord Bishop of Winchester (Dr. Theodore Woods, D.D.) and Sir Roger Keyes, were also the recipients of such addresses as would have been Admiral of the Fleet, Earl Jellicoe of Scapa, G.C.B., O.M., G.C.V.O., had he not been unavoidably prevented from attending. The Club has now four "Stowaways."

The Club guests, apart from the "Stowaways" and Sir Walter Runciman, Bart., J.P., included the Mayor of Southampton (Councillor E. W. Cross), Vice-Admiral Sir Robert Mansell, K.C.V.O., C.B.E. (Deputy-Master Trinity House), Captain Sir Burton Chadwick, R.N.R., M.P. (Deputy-Master, Honourable Company of Master Mariners), Mr. E. J. Foley, C.B. (Permanent Under-Secretary, Marine Department, Board of Trade), Mr. P. G. Mylne Mitchell (director and general manager, R.M.S.P. Co.), Mr. Robertson F. Gibb (director and joint general manager, Union Castle Line), Mr. Philip Runciman (managing director of Messrs. Runciman London Ltd.), Commander N. M. F. Corbett, R.N. (officer for R.N.R. duties, Southampton), Mr. W. R. Spence (general secretary, National Union of Seamen), Mr. G. R. Newcombe (docks and marine manager, Southern Railway), Mr. P. E. Curry, J.P., Mr. C. E. Coterell (manager, Cunard Line), Mr. D. Drummond (manager, Canadian Pacific), and Mr. W. A. Penton (local secretary, Union-Castle Line).

Presentation to "Stowaways."

The presentation of badges and certificates of membership to the stowaways was the first business after the King and the Prince of Wales, as Master of the Merchant Navy and the Fishing Fleets, had been honoured, and Major-General Seely, who was cordially received as the newest "stowaway," then proposed "Our sea services."

Having thanked them for the honour they had done him, he spoke of the dependency of Britain upon the seas. As master mariners they could lift up their hearts and hold up their heads, for it was by the skill and devotion of the men of the sea that Britain had her life. But for them the nation would be in sorry case, whether in war or peace. It was a service that brought out all the best and greatest qualities. They had had an example of loyalty and devotion on that great ship, the Aquitania, in which the late Sir James Charles served so well in war and peace for fourteen years, and then having once again brought the vessel safely to her berth in Southampton, he passed away as a man well satisfied with his life's work.

Patience was another great quality of the sea-life. The captains had to be patient when the wind was adverse, and when some of the passengers were adverse also. (Laughter). He had seen how skilfully ships had been handled in the worst storms, and anyone who had been through such experiences must have a tremendous admiration for the men of the sea. When he was a lad there was a jealousy between the Royal Navy and the Mercantile Marine, but feelings of that sort had passed. They were satisfied with the result of the joint effort during the war, when they learned that the one was the complement of the other, and that without the one the other could not succeed. It would have been impossible for them to combat the submarine menace and transport some five millions of men across the seas without the aid of the men of the merchant service, and he took his hat off to them. In times of peace they were the essential link of Empire, and without the sea services the Empire could not survive.

Admiral Sir Roger Keyes, responding, said that he appreciated the honour they conferred upon him a year ago in making him a "stowaway." Since that time the service to which he belonged had gone through some very shallow and rocky water, but he had the most unbounded faith in the sea spirit of the British nation, and he felt sure that it would come out of those waters into the open sea, ready and fit to carry on its great work, in conjunction with its fellow service, in maintaining the sea communications of the Empire. In this connection he wanted to give a few statistics. In 1914 the Royal Navy had 146,000 men; now the number was less than 100,000. At the same periods America had 67,000 men and 114,000 men respectively, and Japan figures were 50,000 and 85,000.

Not Content.

Are you content? asked the Admiral. He declared that he was not. There were many things that he would like to say, and he hoped that before he hauled down his flag altogether he might be able to do something towards waking up the country that everything — the whole subject of Empire — depended upon the two great sea services. The brotherhood of the two sea services would, he hoped, continue to be most marked, for they recognised the merits of each other, and there was no jealousy between them. (Applause).

Sir Walter Runciman also replied to the toast, and said that he recognised that he was speaking to a community that represented every phase of seamanship. He was reared among a race of men who could claim to be the makers of the modern mercantile marine, men who served in the collier brigs. They were illiterate men, men who were regarded as having had no education, but he had followed them into the tavern, and heard them talking about the capabilities of their ships when they were against a head wind. That was the sort of thing that made him realise that they were men of great resource, with a form of mentality that did not exist to-day.

Sir Walter added that he was nearing the end of a long life, but his last gasp, his last words, would be of thanks to the men who had gone down to the sea in ships. (Applause).

The Bishop of Winchester, the first "stowaway" of the club, was entrusted with the toast of the visitors, and said that he would regard the Deputy-Master of Trinity House as the representative of illumination, and the Mayor as the representative of action. Those were the two great things they needed most in these times. Britain, in some respects, was at the moment a dark place, and they needed a light to carry them through to prosperity and to world peace. Surely this great human race was capable of something higher and nobler than had yet been accomplished. The Mayor represented action, municipal action in his case, and there was the action represented by the members of the club. One of his dearest prides was his membership of that club. With one exception, he was the only English Bishop who had to go overseas in his diocese, and he had reason to know that even a trip to the Channel Islands could be somewhat disagreeable. (Laughter). He had an intense admiration for the men of the sea, who exhibited qualities that had made England great.

Tribute to Southern Railway.

The Mayor, who was the first to respond, said he had heard it said that he had not yet made his appearance on board Cunard ships in his official capacity as Admiral of the Port. His defence was primarily that he had no Admiral's barge or uniform, and that being the case he was tempted to wonder whether Sir Roger Keyes might not be able to lend him his. (Laughter). Whether it would fit him he did not know, but he assumed such might be the case for the reason that the same gown seemed to fit each successive Mayor. (Laughter).

After paying a tribute to the Southern Railway Company for the progressive developments which they had in hand in regard to Southampton, and voicing his praise for the personnel of the liners using the port, the Mayor said how much he regretted to note the depression in the shipping industry of the country. Before long he trusted there would be a revival, and that prosperity would once again return to the shipping world. (Applause).

Vice-Admiral Sir Robert Mansell, who also responded, said that while they were sitting in the beautiful interior of the Aquitania it seemed hardly possible to visualise the extent of the great vessel which would be joining the Cunard fleet within two, or three years' time—a vessel practically 30,000 tons larger than that in which they were gathered. He was sure one and all would join with him in wishing that the mammoth ship now building would regain for Britain the coveted "Blue Riband," which the famous Mauretania had held for 20 years. (Applause).

Sir Robert questioned whether the administrators of the country were being wise in regard to the forces available for the protection of the Merchant Navy. At the beginning of the last war they had 130 cruisers, whereas now with the same trade routes extending over 80,000 miles, the number had been reduced to 50 cruisers. The question he desired to ask was were the Government banking on there being no future wars. During the last struggle the Merchant Navy went to sea with "both hands tied behind their back" — they were then a bait — nothing more or less — and they finished with one hand still behind their back. What then was to be the position on the next occasion if a similar catastrophe should come to pass?

The toast of "Our Club" was ably submitted by Sir Burton Chadwick, who said that he need not express gratification amidst such a gathering to seafarers that the status of the Merchant Navy was daily becoming more established. That thought led him back to the question which Captain Saunders had asked him earlier, namely, whether it would be possible to get the "Master" with them for the function they were now attending. His (the speaker's) answer to all present was that he really believed that the Prince of Wales would have been with them but for the fact that he was at present engaged on one of those great Ambassadorial missions on which he had spent so much of his life for the benefit of the nation and Empire. (Loud applause).

Passing on, Sir Burton mentioned the new Cunarder and in so doing said it was fitting that the Master Mariners should pay tribute to the engineers and others who were playing their part in designing and constructing that wonderful vessel. (Hear, hear).

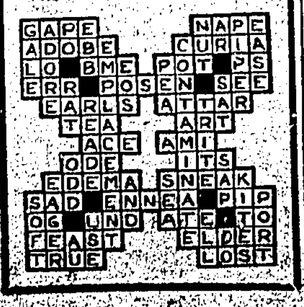
In regard to the question of the status of the Merchant Navy, he would like to emphasise in the hearing of Mr. Foley — he never lost a chance of stressing to his friends in the Board of Trade — how much they could do to assist both the Cachalots and the Honourable Company in their very laudable objective to gain greater recognition. He did not ask them to spend money, but merely to use thoughtfulness and imagination and see that the Merchant Navy was not left out. (Applause).

Captain Saunders acknowledging the remarks of the proposer, said he was particularly pleased to see Sir Burton Chadwick with them for no one in the country recognised more than he the objects for which the club stood.

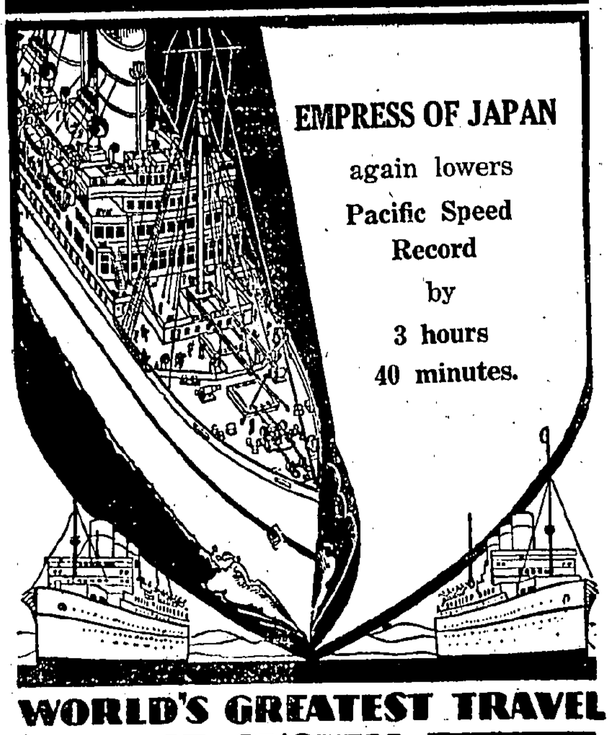
The club of which he was proud to be "Captain," was, he claimed, doing in a small way, but so far as lay within its power, its level best to get the Merchant Navy where it rightfully belonged, in a position second to none

(Continued on Page 5.)

YESTERDAY'S SOLUTION



CANADIAN PACIFIC



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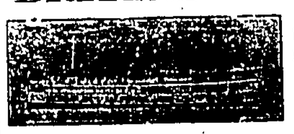

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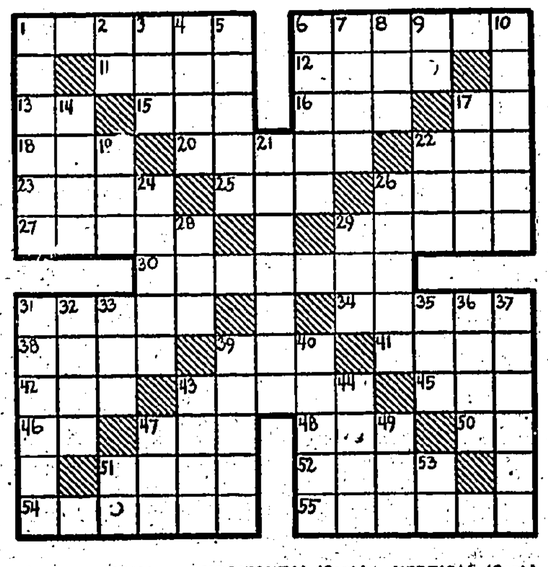
DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-Sizes with the hand
6-Cereals
11-Twirl
12-Choice
13-A college degree (abbr.)
15-Affirmative vote
16-Little island in inland waters
17-Pronoun
18-A worn garment
20-Tile pipe
22-A vegetable
23-Large lake
25-Addition to side of house
26-Rend
27-To arrange, as hangings
29-Disunites
30-Stutter
31-Large Italian city
34-Incisors
35-A soft sheepskin leather
38-Advertisements (abbr.)
41-To cauterize
42-A country (abbr.)

HORIZONTAL (Cont.)
43-Positive commands that something be done
45-Born (Fr.)
46-Plural suffix of some nouns
47-Nourished
48-Attorney (abbr.)
50-Measure of length (abbr.)
51-To leave out (Print.)
52-Tumult
54-Guard
55-Trip to carry a message

VERTICAL
1-Incited
2-Thus
3-Scout
4-Variously mottled, as a horse
5-Trap
6-Chalice
7-Shower
8-Skill

VERTICAL (Cont.)
9-That is (Latin, abbr.)
10-Large cutting instrument
14-A rough edge on metal
17-Warmth
19-Prefix. Through
21-A shaded walk (Sp.)
22-Prefix. By
24-A kind of salt
26-Weeds
28-Greek letter E
29-Fondle
31-Halls
32-Eternity (pl.)
33-To find fault
35-Even (Poet.)
36-A playing card
37-Listened
39-Helped
40-Fix the eyes in a steady gaze
43-Dropped
44-Mix
47-Tip, as a waiter
49-High rock (Eng.)
51-Prefix. Two
53-Tantalum (abbr.)

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

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*SOMALI	—	21st Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	28th Mar.	Marseilles & London.
†KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp
RAJPUTANA	16,568	25th Apr.	Marseilles & London.
*SOUDAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
†KALYAN	9,144	9th May	Mars., L'don, Hull, R'dam & A'werp.
COMORIN	15,132	23rd May	Bombay, Marseilles & London.
†KASHMIR	8,985	6th June	Mars., L'don, Hull, R'dam & A'werp.
RANPURA	16,601	20th June	Bombay, Marseilles & London.
†KASHGAR	9,005	4th July	M'seilles, L'don, R'dam & A'werp.
RAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
†KHYBER	9,114	1st Aug.	M'seilles, L'don, R'dam & A'werp
RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
†KARMALA	9,128	29th Aug.	Marseilles & London.
CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
†KALYAN	9,144	26th Sept.	Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1931.	
TILAWA	10,006	24th Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th Apr.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Apr.	Singapore, Penang & Calcutta.
TAKADA	6,949	2nd May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

		1931	
ST. ALBANS	4,500	1st Apr.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NELLORE	6,853	1st May	
TANDA	6,956	30th May	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
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The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1931.	
ST. ALBANS	4,500	5th Mar. 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	9th Mar. Noon.	Shanghai, Moji & Kobe.
SANTHIA	7,754	9th Mar.	Amoy, S'hai, Moji, Kobe & Osaka.
KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*SOUDAN	—	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	25th Mar.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,586	27th Mar.	Shanghai, Kobe & Yokohama.
NELLORE	6,853	6th Apr.	S'hai, Moji, Kobe, Osaka & Y'hama.
TAKADA	6,949	10th Apr.	Amoy, S'hai, Moji, Kobe & Osaka.
KALYAN	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	24th Apr.	Amoy, Moji, Kobe & Osaka.
COMORIN	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	8th May	S'hai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	7,754	12th May	Amoy, Moji, Kobe & Osaka.
RANPURA	16,601	22nd May	Shanghai, Kobe & Yokohama.
KASHGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	S'hai, Moji, Kobe, Osaka & Y'hama.
RAWALPINDI	16,619	19th June	Shanghai, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	6th July	S'hai, Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	16,586	17th July	Shanghai, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
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Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57002.
Estimates furnished on application.
Hong Kong, April 1, 1924.

EXHIBITION SHIPS.

SCHEME TO DEVELOP FOREIGN MARKETS.

Communications have been sent out relative to a scheme to give manufacturers an opportunity to exhibit and advertise their products in all parts of the world by the organisation of a system of exhibition ships which would visit regularly the ports of all those countries which include Great Britain's present and potential customers.

A company has been formed for this purpose, of which Lord Auckland is managing director, to be known as the British National Exhibition Ships.

It is intended that the first ship to be sent on this exhibition and industrial mission will sail in the early Spring, and visit the West Indies, South and Central America and the West Coast of the United States and Canada. This route is identical with that to be followed by the Prince of Wales on his present tour. The vessel will carry displays of all British manufactured goods, and will be staffed by expert salesmen, who will introduce the goods at the various ports and canvass for orders, as far as possible in the interior trade centres of each country visited.

It is anticipated that by this means many markets will be tapped, and that industry in Great Britain will thereby receive a considerable fillip.

It is stated that already a large number of British firms have proposed to avail themselves of the advantages offered by the exhibition ships the number of which will depend on the business offering.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Bridgewater—In dock.
Bruce—No. 8 buoy.
Cumberland—West wall.
Cicala—South wall.
Herald—East wall.
Iroquois—South wall.
Kent—No. 6 buoy.
Marazion—No. 4 buoy.
Medway—No. 2 buoy.
Odin—No. 2 buoy.
Osiris—In dock.
Oswald—In dock.
Otus—No. 2 buoy.
Perseus—No. 2 buoy.
Petersfield—In Kowloon dock.
Poseidon—No. 2 buoy.
Sandwich—No. 13 buoy.
Seraph—No. 12 buoy.
Serapis—No. 10 buoy.
Sirdar—East wall.
Sterling—East wall.
Stormcloud—No. 10 buoy.
Suffolk—North arm.
Tarantula—North wall.
Thracian—No. 12 buoy.
Foreign Men-of-War.
Argus—French gunboat.
Adamastor—Portuguese cruiser.

ARRIVALS OF SHIPS.

Tuesday, March 3.

Ardent, Norwegian str., 1,101 tons, Capt. E. Krezer, from Bangkok, buoy No. B16.—K. Larsen & Co.
Starck, Swedish str., 2,662 tons, Capt. W. Johansson, from Antwerp, Kowloon Wharf.—Thoresen.
Tjibadak, Dutch str., 4,801 tons, Capt. P. Lems, from Muntok, buoy No. A8.—J.C.J.L.

Wednesday, March 4.

Apoey, British str., 1,776 tons, Capt. C. W. Shearer, from Kamfa, buoy No. B27.—Wo Fat Sing.
Canton, French str., 976 tons, Capt. F. Morvan, from Haiphong, buoy No. B8.—M. M.
Cape St. Francis, British str., 2,170 tons, Capt. D. Hayland, from Singapore, buoy No. B25.—Dodwell & Co.
Gange, Italian str., 7,324 tons, Capt. Nicolini Gunlhet, from Trieste, Kowloon Wharf.—Dodwell & Co.
Golden Wall, American str., 3,729 tons, Capt. E. J. Anderson, from Manila, buoy No. A12.—States S.S. Co.
Haiching, British str., 1,283 tons, Capt. E. Walker, from Swatow, Douglas Wharf.—Douglas S.S. Co.
Havel, German str., 4,417 tons, Capt. H. Hasgagen, from Shanghai, buoy No. A4.—Melchers & Co.
Hiram, Norwegian str., 1,108 tons, Capt. E. R. Hannerig, from Swatow, buoy No. C8.—Thoresen & Co.
Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.
Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On s.s. Co.
Kanchow, British str., 1,222 tons, Capt. R. H. Fairley, from Canton, buoy No. B20.—B. & S.
Kayling, British str., 1,572 tons Capt. Fraser, from Swatow, buoy No. B14.—B. & S.
Kwaisang, British str., 1,435 tons, Capt. M. Costello, from Swatow, West Point Wharf.—J. M & Co.
Limchow, French str., 1,591 tons, Capt P. B. Morganti, from Canton, buoy No. C9.—Sing Kee & Co.
Shun Chih, Chinese str., 1,251 tons, Capt. T. Thorbjornsen, from Saigon, buoy No. A10.—Chang Tong Ha.
Soochow, British str., 1,594 tons, Capt. W. T. Hodge, from Swatow, buoy No. B3.—B. & S.
St. Albans, British str., 5,520 tons, Capt. F. M. Miller, from Melbourne, Australia, Kowloon Wharf.—M. M. & Co.
Yeijun Maru, Japanese str., 1,284 tons, Capt. R. Taketomi, from Canton, buoy No. B17.—D.K.K.

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STEAMER	Due Hong Kong	Leave Hong Kong	Leaves Manila	Due Sydney
TAIPING	Mar. 16	Mar. 20	Mar. 23	Apr. 8
CHANGTE	April 14	April 21	Apr. 24	May 10
TAIPING	May 13	May 19	May 22	June 7
CHANGTE	June 11	June 18	June 21	July 7

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CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, IMMINGHAM, ANTWERP, LONDON and STRAITS.

The Steamship,
"BENVRACKIE"
Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th March, will be subject to rent.
All claims against the steamer must be presented to the Undersigned on or before the 21st March, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th March, at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 28th February, 1931.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer:
"GANGE."
From TRIESTE, VENICE & PORTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 4th instant.
No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th instant will be subject to rent.
All claims against the vessel must be presented to the Undersigned on or before the 20th instant or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant at 10 a.m. by our surveyors Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
Bill of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hong Kong, 4th March, 1931.

OUR DEPENDENCY ON THE SEAS.

(*Continued from Page 4.*)

amongst the services of the nation. (Applause).

Captain A. H. Raymer, R.D., R.N.R., proposed a vote of thanks to the Cunard Line for placing the Aquitania at the disposal of the club for the banquet, and in so doing he paid eloquent tribute to this pre-eminently British concern. The company held an honoured position amongst the shipping concerns, not merely of Britain but of the whole world, and was representative of the best in the sea services of the Empire.

Captain W. V. J. Clarke seconded, and paid tribute to the Cunard Line for the manner in which they had taken up the challenge thrown out by Germany — a challenge almost as the one thrown out in 1914 if the Merchant Navy of the Empire was to maintain its pre-eminence.

After further complimenting the Cunard Line upon the vision and foresight of its directors and management, Captain Clarke concluded by expressing the hope that when the revival in the shipping industry did arrive Britain would be ready to take full advantage of it.

Mr. C. E. Cotterell, who responded, expressed the regret of Mr. S. J. Lister in his inability to attend, and expressed the delight it afforded the company to place the Aquitania at the disposal of the club.

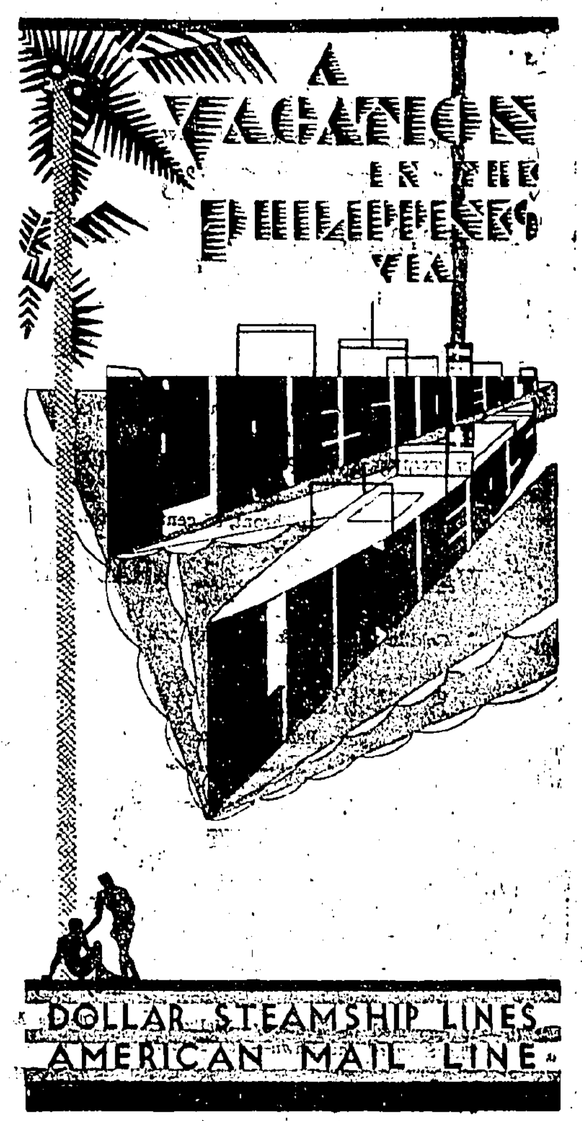
Mr. Foley returned thanks on behalf of the Board of Trade, and in an interesting speech stressed the great value that Government assistance cloud be to industry.

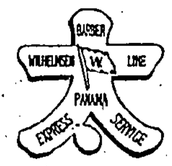
HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be *added* to the depths given on the chart unless preceded by an asterisk (*), when they should be *subtracted* from the depths.

March 5 to 11, 1931.

Date	High Water		Low Water	
March	Standard Times	Ht.	Standard Times	Ht.
	H. M.	F.	H. M.	F.
Thurs 5	10 38	5·2	01 10	1·3
	22 16	7·7	15 33	2·4
Fri. 6	11 00	5·4	04 45	0·7
	23 05	7.3	16 20	1·9
Sat. 7	11 35	5·8	05 19	1·1
	13 52	6·4	17 11	1·7
Sun. 8	—	—	05 50	1·7
	12 03	5·4	18 06	1·7
Mon. 9	00 43	5·5	08 20	2·1
	12 40	6·0	19 13	1·8
Tues 10	01 40	4·5	06 45	2·7
	13 17	5·9	20 31	1·9
Wed 11	02 56	3·7	06 59	2·1
	13 59	6·0	21 18	1·8





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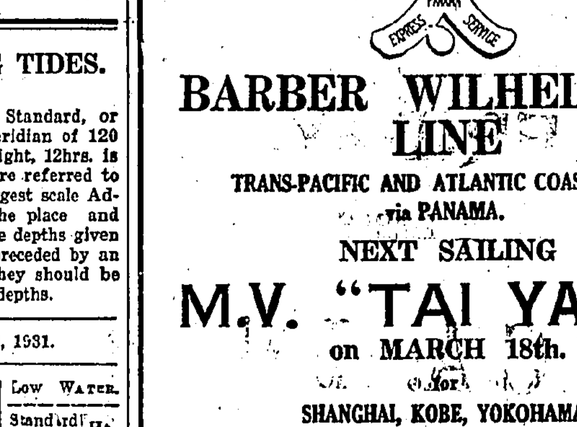

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The Song of the Dawn—Fox Trot .... " "

22388 — My Lover ..... *Grace Hayes.*
I like to do things for you ..... " "

22398 — I Like to do things for you—Fox Trot
Reisman's Orchestra.
Happy Feet—Fox Trot ..... " "

22372 — It happened in Monterey ..... *John Boles.*
The Song of the Dawn ..... " "

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13TH MARCH.

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WEDDING ANNOUNCEMENT.

Miss G. L. Rowbotham and Mr. J. Barnes invite all friends to their wedding in St. John's Cathedral, on Saturday, March 14, at 2.30 p.m.; and to the reception afterward at Lane, Crawford's Restaurant.

DEATH.

RIBEIRO.—At the French Hospital, this morning, Jose Maria Vieira Ribeiro, aged 35. Funeral will pass the Monument at 5.30 p.m. to-day.—(Shanghai, Tientsin, and Macao papers please copy.)

Hong Kong, Thursday, March 5, 1931.

BLOWS TO LABOUR.

There are growing indications that the Labour Government at Home is rapidly approaching a crisis in its very short career. In its anxiety to make an impression on the country were a General Election to be forced upon it, it is speeding up the question of disarmament and is throwing bouquets at itself over the Naval Pact between France, Italy, and Britain, in regard to which the conversations were initiated by British Labour Ministers. Its hand is also to be seen in the talks between the Viceroy of India and the notorious Gandhi, the first favourable impression of which is rather spoiled by the news to-day that the boycott of foreign goods in India is not to be removed.

In Britain itself the Labour Party is in process of disintegration and a new Socialist Party has been formed, leading to the resignation of Lady Cynthia Mosely from the Labour Party, whilst this week a veteran politician in Sir Charles Trevelyan also resigned his portfolio as President of the Board of Education. Added to these untoward circumstances affecting the Labour Party the fact that the Trade Disputes Bill has had to be withdrawn following the adverse vote in the Committee stage, it will be agreed that the state of mind of the Labour Cabinet cannot be altogether happy.

It is now concentrating on rushing through the Electoral Reform Bill in the hope of placing it on the Statute-book in good time for the next General Election. The most important feature of this measure, of course, is the alternative vote in an election—or the preferential vote as it is known in Australia, where it works admirably. But it is a moot point whether even Liberals at Home will accept the principle of the alternative vote, in which case the Government will find its position more embarrassing than ever. And its sorrows have been deepened by the sudden death of the Under-Secretary of State for India, Earl Russell, whose place may have to be filled by a member of the House of Commons.

News in Brief.

Normal working of cables with Shanghai and beyond has been re-established.

Yesterday one case of typhoid fever and one of smallpox were notified. Both were non-Chinese.

The lowest open air temperature yesterday was 62 degrees, the humidity being 62 at 10 a.m. and 68 at 4 p.m.

Yesterday Yung Tong (23) employed as a maid servant at 6, Luna Buildings, Kimberley Road, committed suicide by hanging herself with a silk girdle cord, from a gas pipe in the kitchen.

In the Supreme Court this morning, the Chief Justice, (Mr. J. R. Wood), granted an unopposed petition made by Chin Lo-shi, for the winding up of the company known as *E. Hing and Company* at 25, Wing Wo Street.

In connection with the forthcoming visit of the Shanghai Police Sports Team to Hong Kong, the local Police are holding a Carnival Dance at Lane Crawford's Restaurant on Wednesday from 8.30 p.m. to 1 a.m. Admission $2. Ladies by courtesy. Refreshments will be served.

Photographers wishing to take pictures during the Inter-University Sports are requested to apply to the Hon. Secretary of the University Athletic Club for a pass to get inside the track. Only a limited number of such passes will be granted and, therefore, only the earliest applications will receive consideration.

TURKISH GENERAL ELECTION.

Attempt to Mislead Public Opinion.

PUBLIC OPINION.

Constantinople, Yesterday.

The National Assembly has approved of the dissolution of Parliament and a General Election proposed by Mustapha Kemal, who issued a proclamation to the nation accusing his adversaries of attempting to mislead public opinion and explaining that it was decided to hold the elections immediately in order to ascertain the degree of the nation's approval and the measures he believes it right to take in the future.—Reuter.

DANCING DISPLAY.

LARGER APPRECIATIVE AUDIENCE.

BRIGHT PUPILS.

The ninth annual dancing display by Miss Violet Capell and her pupils, was held in the Theatre Royal yesterday afternoon, and was attended by a large and appreciative audience, the majority of which comprised young people.

Over one hundred pupils, babies, juniors and seniors, participated in the display, the programme of which included 17 items, with ten ensembles.

Little Beryl Goldenberg executed a dance "Dainty Miss" admirably and gracefully. Pearl and Peggy Ma delighted with a pas-de-deux, whilst Mavis Glendinning danced a tap-dance with skill. After the interval, a pas-de-seul, "In Grandma's Days" was daintily danced by Bunty Dagleish, and Betty Richards and Charlotte Sanger gained hearty applause for their pas-de-deux, "Flirtation." Peggy Stringer, a very promising pupil, gained new laurels in "Un Petit Morceau de Ballet."

Of the ensembles, "Skater's Waltz" was perhaps the best, the effect of snow on the stage being remarkable. Helen Ho excelled as solo dancer. "Orange Blossom Time" was very pretty, and the dancers graceful. The ensemble "Clowns" was one in which the youthful participants enjoyed themselves immensely, with somersaults, cartwheels and other turns. "Pirates," led by Oliver Womack, was spectacular; and the finale, "Sunny Side Up," was very striking.

The performance will be repeated to-morrow afternoon.

R.A.O.B. CLUB.

FAREWELL CONCERT BY H.M.S. KENT.

AN "OLD-TIME" EVENING.

A most enjoyable impromptu concert was staged in the R.A.O.B. Club last night, when the men of H.M.S. Kent took control of affairs, and showed everybody present what sailors really can do when they get started. The occasion was a "farewell entertainment," but one trusts that the same artistes will be heard again in the Colony.

Mr. W. Ellison contributed very largely to the success of the evening, by his skilful accompanying. Miss Beatrice Cullin, daughter of the Club President, also delighted the gathering with a piano solo. Mr. G. Goodspeed was in great form with his banjo, being ably assisted by Mr. H. J. Ward. "Mrs. 'Arris" provided lots of comedy, and Mr. W. Matthews who officiated as Chairman, kept the ball rolling in the time-honoured manner.

All in all a "smoker" in the traditional manner, with lots of old favourites being sung.

The gathering wound up with Auld Lang Syne and the Maori Farewell, after which His Majesty the King was duly honoured.

CROSSING THE LINE.

Prince Of Wales As Neptune's Barber.

Crossing the line on the morning of February 28 was the occasion for most merry scenes on board the Oropesa, in which the Prince of Wales played a leading part as barber to "scribe 'em."

Attired in a striped red and blue bathing suit, blue shorts and a vivid yellow and green bathing cap, and armed with an enormous wooden razor he shaved a score of novices, who had not previously crossed the line, including Prince George and Viscount Ednam, who were then ducked in a bath.

AERIAL WAY TO AFRICA.

Sir Pierre van Ryneveld Views.

Colonel Sir Pierre van Ryneveld, Director of Air Services in South Africa, who, by courtesy of the Union Government, was in Britain for some weeks placing his knowledge of flying in Africa at the disposal of Imperial Airways in connection with the air-line from Britain to South Africa—the first sections of which are to be opened shortly—left Britain on December 26 to resume his official duties in South Africa, after having had consultations with Imperial Airways experts on every aspect of the new route.

Summarising his impressions as to the scope for this trans-African air line, Sir Pierre, who in 1920 was the first pilot to fly from Britain to South Africa, says:

"The first question is: 'Can the 5,700 miles route be operated with a sufficient commercial reliability with such pilots, machines and organisation as Imperial Airways can draw upon?' I am convinced, from my knowledge of flying in Africa, that it can. The dependability and reserve of power of large multiengined aircraft, such as Imperial Airways will employ, is one very important factor. Others are wireless direction and position finding, meterorological reports, and the aids to navigation which science can now give the airman.

Weather Problems.

"Special weather problems exist on various sections across Africa, but with the experience. Imperial Airways can call upon to-day, as a result of 11 years' flying on the European and Indian routes, there should be no difficulty in overcoming them. I think, indeed, that regular commercial flying above Africa will be easier in certain respects than the operation of air services across Europe, where conditions which are so trying from a flying point of view have frequently to be encountered.

"I believe, too that an African airway organised with the attention to every detail which Imperial Airways are bestowing on the task, should not only be far more comfortable for the traveller, but also definitely safer, than surface journeys across such virgin territories as lie along the route.

"As for the potential traffic over such an air-line, this is undoubtedly immense. Apart from mail loads consigned between terminal points, there will be a large amount of intermediate traffic upon which to draw.

Encouraging Settlement.

I believe, too, that the existence of a trans-African airway, operating to schedule, will encourage settlement in territories which, when there is a regular air-line that can be depended upon, will no longer seem so far from the Mother Country as is the case to-day. The airway should, in fact, create traffic, stimulate development, and put a new and more favourable aspect upon many problems with which Africa is faced.

"I am convinced, furthermore, that the route should reap valuable and increasing traffic from tourists and travellers who wish to see, from an aerial viewpoint, those magnificent contrasts in scenery which Africa can provide.

"I can speak from experience here. It would be impossible to exaggerate the impressiveness of what one sees as one flies above all this wonderful country—deserts, mountains, rivers, lakes, with big game abounding, and nature unfolding itself in over-changing kaleidoscope.

"Seeing Africa by air should be a memorable experience for those—and I believe they will be many—who make up their minds to cross above this great continent seated in an armchair in the saloon of an Imperial Airways liner.

NOTHING WRONG.

EARL BEAUCHAMP ON AUSTRALIA'S FUTURE.

London, Jan. 18.

Earl Beauchamp, a former Governor of New South Wales, interviewed on his arrival at Southampton after a visit to Australia, said: — "There's nothing wrong with Australia. Like the rest of the world, she is going through a bad time, but if the people buckle to they will win through.

"They will recover speedily if they carry out the Niemeyer scheme, which has been very warmly welcomed in Australia. I had a splendid time, and was amazed at the developments of the past 30 years, particularly in Sydney, which is now a huge metropolis with a population of 1,500,000."

Referring to the Governor-Generalship he said the position was less important than formerly, and if the people wanted an Australian Governor-General they should have one.

[Earl Beauchamp was Governor of New South Wales from 1899 to 1901.]

FINE FOR CONTEMPT OF COURT.

Sequel to Fracas Last Friday.

NO COMMITTAL ORDER.

In the Summary Court this morning, the Puisne Judge, (Mr. R. E. Lindsell), directed that Wong Ping-tung should pay a fine of $100 and costs, in connection with an assault upon Ng. Cheung-nam, which was stated to have taken place within the precincts of the Court.

Mr. Armstrong, who appeared for defendant, apologised to the Court for his client's behaviour. He explained that what had happened was not done with any intention of insulting the Court. There was no real intention of iterfering with the course of justice. Defendant had allowed his feelings to get the better of him.

His Lordship said that he was not prepared to accept the apology. Witnesses in the Court must be protected. He thought that the contempt was not of such a serious nature to amount to an order for committal, and was of opinion that a fine would meet the case.

Mr. Horace Lo, appearing for complainant, asked His Lordship whether an order could be made for compensation. The Puisne Judge replied that he was only concerned with the dignity of the Court, and that other questions did not arise.

SOVIET TRICKS.

GOODS DISGUISED AS GERMAN OR CHINESE.

DUTCH COMPLAINT.

Batavia, Yesterday.

A member of the People's Council has called the attention of the Government to the alleged dumping of Soviet goods in the Dutch-East Indies, declaring one oldest firms in Batavia have been importing Russian piece goods via Hamburg. Goods are also being imported via China, the origin of the goods being cleverly disguised as German or Chinese."

The Government has been asked to investigate the matter and take the necessary action.—Reuter.

SINGAPORE BASE.

EXPENDITURE ON AERIAL WORK.

NEARLY £426,000.

London, Yesterday.

In the House of Commons at question time Mr. F. Montague, Under-Secretary of State for Air, stated that approximately £426,000 would be spent on the air base in Singapore by March 31.

The total cost of the work was estimated at £576,000 and was expected to be completed in its essentials in 1933.—Reuter.

PRINCE'S TOUR.

ARRIVE IN ARGENTINE BY AIR

Bahia Blanca (Argentine), Yesterday.

H.R.H. the Prince of Wales, and Prince George arrived by air from San Antonio in separate 'planes. Escorted by eleven British machines from the aircraft carrier Eagle they fly to Buenos Aires on Thursday. — Reuter's American Service.

JAPANESE NAVAL VISIT

A Japanese training squadron under the command of Vice-Admiral Masazo Sakouji will arrive in the Colony at 9 a.m. on March 18, leaving on March 20 for Singapore.

The Vice-Admiral will fly his flag on H.I.M.S. Idzume, a cruiser of 9,800 tons.

H.I.M.S. Yakumo, also of 9,800 tons, will accompany the Vice-Admiral.

Ten Years Ago.

[From the "China Mail" of March 5, 1921.]

To-day's dollar is worth 2/2 5/8.

* * *

Outside the City Hall yesterday afternoon, Mr. F. C. Hurley of Messrs. Hughes and Hough, auctioneers, sold by public auction a number of ponies which took part in the race meeting the previous week. There was a large number of bidders present and bidding in some cases was very brisk. The prices paid for the ponies on the whole were very moderate, many which had brought in thousands of dollars for their backers during the races going for $25 and $30.

ROUND THE CINEMAS

NORMA SHEARER WEARS STUNNING GOWNS.

"LET US BE GAY."

The most beautiful gowns she has ever worn are displayed by Norma Shearer in "Let Us Be Gay," Metro - Goldwyn - Mayer's picturisation of the famous stage play, now playing in the Queen's Theatre.

Gilbert Adrian, noted designer, created the modes for Miss Shearer and the pantaloon-negligee costume she wears in the bedroom sequence now is becoming a national vogue. The sports ensembles and evening gowns are the most striking yet to reach the screen.

Robert Z. Leonard directed the new Shearer film with Rod La Roeque appearing in the leading masculine role. The supporting cast includes Marie Dressler, Raymond Hackett, Hedda Hopper, Tyrrell Davis, Sally Eilers and Gilbert Emery.

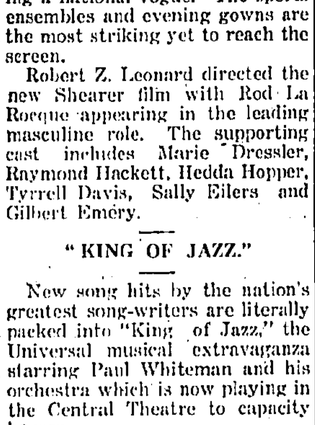
"KING OF JAZZ."

New song hits by the nation's greatest song-writers are literally packed into "King of Jazz," the Universal musical extravaganza starring Paul Whiteman and his orchestra which is now playing in the Central Theatre to capacity houses.

Besides the eight spectacular musical numbers of the picture, there are many specialities, in all of which grand new songs are featured. The entire picture is photographed in Technicolour.

Mabel Kayne, who wrote "Ramona" and "Spanish Town," two of the biggest song hits ever registered, has contributed largely to "King of Jazz." She wrote: "It Happened in Monterey," a beautiful ballad which is sung in a supremely beautiful Mexican setting by John Boles and Jeanette Loff, and "My Ragamuffin Romeo," sung by Jeanie Lang and George Chiles, especially for the Universal production.

Jeanie Lang is known as "America's sweetheart of the air" because of her widespread popularity on national radio programmes. Chiles is a famous New York vaudeville headliner. Both work in this song with Don Rose and Marian Statler, whose "rag doll" dance is a sensation.



AN APPARATUS FOR REMOVING SUPERFLUOUS HAIRS.—*Lustige Blaetter*, Berlin.

Milton Ager and Jack Yellen, whose "I Wonder What Became of Sally" and other hits have made them one of the best known song writing teams, wrote several numbers especially for the Whiteman picture. "A Bench in the Park," "I've Got Those Happy Feet," "The Song of the Dawn" and "I Want to do Things for You" are among them.

As played by the Whiteman orchestra in the picture, these songs provide the ultimate in popular music from beautiful ballads to catchy jazz. And never before has the clarity of sound of "King of Jazz" been even approached on the screen.

Grace Hayes, vaudeville star, sings in the picture some of her distinctly individual personality songs, including "They Call Dancing a Pleasure," another new one. Billy Kent, Al Norman, Paul Howard, and other famous eccentric dancers, strut their best to the incomparable tunes.

The famous "Sisters G," the dancing sensation of Europe before they were taken direct to Universal from Berlin for the picture, appear in singing and dancing novelties. Jeanette Loff renders the beautiful "My Bridal Veil" number in the atmospheric wedding spectacle which is one of the supreme beauties of the picture.

George Gershwin's famous "Rhapsody in Blue," the only jazz composition ever to be accorded the honour of symphonic rendition, is recorded both in sound and photography as a colourful spectacle, conceived and directed, as was the entire picture, by John Murray Anderson, the famous New York producer of the "Greenwich Village Follies" and other celebrated musical shows.

"ROUGH ROMANCE."

The versatility of Helen Chandler, demure little recruit to the sleaking screen from the New York Theatre Guild, has been proven conclusively by her grasp of the latest role assigned her by Movietone in "Rough Romance," the next feature in the Queen's Theatre.

Miss Chandler achieved her first great screen success as the wistful heroine of "Salute" and "The Sky Hawk," an epic of British aviation during the Great War.

Soon after the completion of this picture she was told that she would enact the part of a girl of the North woods, the daughter of a forest trader whose cabin adjoins the camp of a roystering crowd of lumberjacks.

Undismayed, Miss Chandler made the change from a cultivated British girl to a woman of the wilderness. In "Rough Romance" Fox Movietone production directed by A. F. Erickson, she is entirely convincing in the part of "Marna Reynolds." Other featured members in the cast of this outdoor film, photographed amid the scenic beauties of the Cascade Range in Washington, are George O'Brien, who plays opposite Miss Chandler, Antonio Moreno, and Noel Francis

"WHY BRING THAT UP?"

Charles Mack, of Moran and Mack, the Two Black Crows, the lazy voiced comedian who has never failed to produce laughs by merely remarking "well, what of it?" "Let him have it" and other commonplace utterances, becomes humorous by placing himself in the frame of mind of a boy from three to eight years of age.

"All of my questions and conclusions are exactly what might be said by a kid under eight years of age—not nine or ten, for after his birthday a boy isn't funny," Mack explained.

"When I say but what if another bird gets there ahead of him? every one laughs, yet few realise that this is a perfectly logical question from a child who can't get the idea clearly in his head.

"Go right down the line of my pet remarks and you'll find the same thing true.

"That's why children understand our humour. They are the biggest buyers of our records. They learn 'em by heart."

Moran and Mack's first talking picture has been made along these same lines, as you will see and hear when "Why Bring That Up?" comes to the Central Theatre on Sunday.

FAITH-HEALING.

OPPOSITION TO ANOINTING: IMPOSSIBLE CURES.

MEDICAL VIEWS.

Faith-healing received the support of all but three of the clergy in the Lower House of Convocation, Canterbury, at Westminster recently, when a resolution which had been discussed for two days was passed asking the Archbishop to appoint a committee to draw up a form of service for the laying on of hands and unction (the anointing of the sick with consecrated oil).

The Rev. T. F. Monahan (Worcester) said:

A great deal of so-called faith-healing is really due to natural causes, and the faith necessary is subjective rather than objective.

That is why we see so many cures from what is called Christian Science. It does not matter what the faith of a person is for mental healing. It may be the most fantastic theory in the world.

Tremendous Power.

Canon King (Chelmsford) said there was a general belief that spiritual healing was purely fantastic. He continued:

It is positively heartbreaking to feel that this tremendous power locked up in the Church cannot be brought into general use unless we get some official recognition in the form of a service.

A fortnight ago I happened to mention to a doctor that I had been anointing the sick. He looked at me in the most incredulous manner and said, "But you don't mean to say it is any good?" I replied, "I don't think so. I know it is." The doctor then said: "But you cannot do anything in the face of organic disease." It is impossible." That is the attitude of the medical profession generally.

Christian Science.

The Bishop of Woolwich (Dr Hough) said medical men were realizing more and more the necessity of a spiritual agency in their work. He continued:

Christian Science has grown because of neglect in our Church. Communicants in our Church say, "I have been to Church for thirty years. I have never heard spiritual healing mentioned once, but since I have joined Christian Science I have never heard of anything else I want to get what has been denied me by my Church."

The Archdeacon of Hastings (the Ven. A. F. Alston) said: "I have twice anointed the sick. In both cases there was great spiritual comfort, but bodily healing did not follow. At the same time I did not feel that the anointing was in vain."

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

To-day—R.A.O.B. Regalia Dance, Garrison Lecture Hall.

To-morrow—Whist Drive, Sergeants' Mess, Gun Club Hill.

March 17—St. Patrick Society's Ball, Peninsula Hotel.

March 20—Yorkshire Society Dinner.

Entertainments.

To-day — Queen's Theatre, "Let Us Be Gay."

To-day — Central Theatre "King of Jazz."

To-day — Majestic Theatre; "Safety in Numbers"

To-day — Star Theatre. "Soft Living."

To-day—World Theatre, "The Scarlet Maid," (Chinese picture).

March 7, 10, 13, 14—"Art & Mrs. Bottle" by A.D.C., Theatre Royal, 9.15 p.m.

Sports.

See Diary on page 8.

Lammerts' Auction.

March 10—At Sales Room, 4 Duddell Street, household furniture, etc., 2.30 p.m.

Meetings.

To-morrow—Sanitary Board, 4.15 p.m.

Saturday—Bank of Canton, noon.

March 11—Hong Kong Telephone Co., Ltd., Exchange Building (2nd floor), 11.30 a.m.

March 18—Green Island Cement Co., Exchange Building, 11.30 a.m.

Home Mails.

To-morrow—Inward from Europe Negapatam (Hakozaki Maru); from Europe via Siberia (Khiva and Hakone Maru); Outward for Europe via Siberia (Hakozaki Maru); 10.30 a.m.

Miscellaneous.

To-day—Concert, Helena May Institute, 5.30 p.m.

To-morrow—Miss Capell's pupils' dancing display, Theatre Royal, 5.30 p.m.

March 10—Central British School prize distribution, 5.30 p.m.

SELF-GOVERNMENT.

EUROPEANS OF MADRAS GIVE SUPPORT.

Madras, Jan. 31.

Speaking to-night at the Madras branch of the European Association dinner at which the Governor was present, Mr. F. Birley chairman referred to the safeguards in a future constitution for India mentioned by the Prime Minister at the conclusion of the Round Table Conference.

Mr. Birley said:—"In our case our requirements in the matter of safeguards are easily stated. We want only a fair field and no favour We want equality of rights as citizens of the Empire. We could not rightly ask for more, but we could not be expected to be satisfied with less.

Expropriation.

"The commerce and industry which we have built up through the centuries in this country must be protected from expropriation, and, as individuals, we ask for that inalienable right of all persons to be tried and judged by our peers.

"We hold the view that, provided a stable Government can be assured within the British Empire, the citizens of India, in common with all other citizens of that great commonwealth of nations, should be free to govern themselves.

We cannot conscientiously with hold from others that freedom for which our forefathers fought, but it is none the less the bounden duty of the British nation to assure themselves that they are handing over the administrative and executive government to reliable successors."

The Opportunity.

"I cannot close," said Mr. Birley, "without remarking on the unique position in which the results of the Round-Table Conference have placed the Congress Party. The Viceroy has, in his wisdom, seen fit to give the leaders of that body full opportunity to consider their position, and the whole world now looks to them to prove that at heart they are men of goodwill desiring only the power to do good to their fellow-citizens.

"Their tide is at the flood. I wonder, if they will have the breadth of vision to seize the opportunity."

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NEW ADVERTISEMENTS

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NOTICE TO SHAREHOLDERS.

THE SIXTY-SECOND ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the Undersigned on THURSDAY, the 26th March, 1931, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1930.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1931, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.
The Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 5th March, 1931.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship,
"BENAVON"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 5th March, 1931.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, March 10, 1931,
commencing at 2.30 p.m.,
at their Sales Room,
4, Duddell Street,

A Large Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

Teak Hatstands, Glass Cabinets, Chesterfield Couches and Armchairs, Gramophones, Records, Bookcases, Desks, Office Chairs, Tientsin Carpets and Rugs, Cabin and Wardrobe Trunks, Porcelain Flower Pots and Vases, Pictures, Hand Paintings, etc.

Teak Extension Dining Tables, Dining Chairs, Sideboards, Crockery, Glass Ware, Cutlery, Cooking Utensils, Ice Chests, Dressing Tables, Chest of Drawers, Washstands, Blankets, Linen, etc.

Teak and Brass Bedsteads with Mattresses, Wardrobes with Bevelled Mirrors, Lacquer Teapoys, Trousers Press, Sewing Machine, Electric Heater, Electric Table Fans, etc.

and

A Quantity of BLACKWOOD FURNITURE.

including:—

Joss Tables, Cabinets, Jardinieres, Armchairs, Majong Table, Tea Poys, Opium Stools, etc.

On View from Monday, March 9, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, March 5, 1931.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. Gange are reminded to take the delivery of their goods which will be subject to rent after March 10.

Consignees of cargo ex s.s. Benavon are reminded to take delivery of their goods which will be subject to rent after March 12.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 9th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mount Cameron, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. feet.	Annual Rental	Upset Price
			ft.	ft.	ft.	ft.	about	$	$
1	Rural Building Lot No. 320.	Junction of Fok Wing Street and Kwellin Street. Mount Cameron.	As per sale plan.				17,000	102	2,145
2	New Kowloon Inland Lot No. 1461.	Junction of Fok Wing Street and Kwellin Street.	As per sale plan.				9,227	170	13,541

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 9th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. ft.	Annual Rental	Upset Price.
			ft.	ft.	ft.	ft.	Abcut	$	$
3	Inland Lot No. 3167.	Between Inland Lots Nos. 7171 and 3.97, King's Road.	As per sale plan.				3,350	30	18,750

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 9th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. ft.	Annual Rental	Upset Price.
			ft.	ft.	ft.	ft.	About	$	$
4	Inland Lot No. 3167.	Between Inland Lots Nos. 7171 and 3.97, King's Road.	As per sale plan.				3,350	30	18,750

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

The following unclaimed telegram is lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Vendor, from Shanghai.

F. V. JENSEN,
Superintendent.
Hong Kong, March 4, 1931.

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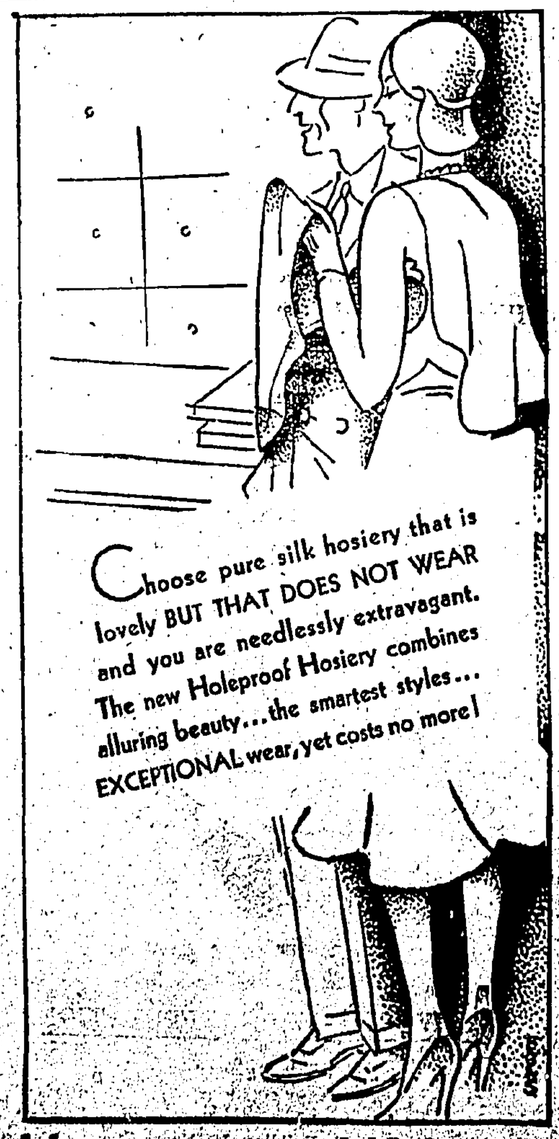

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HOLEPROOF HOSIERY

H.K. VOLUNTEERS WIN THIRD MATCH.

Narrow Victory Over Combined League.

CRICKET WEEK'S RECORD.

At the H.K.C.C. yesterday the H.K. Volunteers defeated a Combined League eleven by 8 runs.

Taking first use of the wicket the Hong Kong Volunteers fared poorly against the formidable Combined League eleven, who were in no small way helped by the fact that the wicket was not in the best of condition. K. H. Batger played a good innings until when trying to guard his face he gave the wicket-keeper an easy catch. F. Baker was the only other batsman to offer any resistance, the innings closing for the low total of 75 runs. R. Lee, bowling a steady length, claimed 4 wickets for 20 runs.

The Combined League fared no better at the wicket and only a good partnership for the last wicket allowed them to pass the half-century. Going in No. 9, W. C. Hung hit out in fine style in an endeavour to get the few runs required for victory, but when within 8 runs of the total R. Lee stopped in front of a straight one from Baker and the innings closed for 67 runs. Baker returned the fine analysis of 4 wickets for 14 runs in a match in which both sides batted ten men.

Scores:—

H.K. Volunteers.

J. E. Richardson, c Ismail, b Williams	5
N. A. E. Mackay, c Lim, b R. Lee	1
K. H. Batger, c Ismail, b A. T. Lee	22
W. H. G. Goater, c R. Lee, b Williams	2
H. Owen Hughes, c Lim b R. Lee	2
A. C. Beck, c Williams, b Zimmern	8
F. Baker, c Madar, b R. Lee	21
H. E. Green, run out	7
A. Reid, c Zimmern, b R. Lee	4
G. C. Burnett, not out	0
Extras	3
Total	75

BOWLING ANALYSIS.

	O.	M.	R.	W.
Williams	5	0	23	2
R. Lee	10.1	4	20	4
A. T. Lee	8	1	23	1
Zimmern	3	1	6	1
Anderson	1	1	0	0

Combined League.

H. P. Lim (C.C.C.), c Beck, b Burnett	2
D. J. N. Anderson (U), c Owen Hughes, b Burnett	0
A. H. Madar (I.R.C.), c Owen Hughes, b Reid	10
E. F. Fincher (K.C.C.), b Beck	8
F. I. Zimmern (K.C.C.), c Burnett, b Baker	11
A. T. Lee (C.C.C.), c Mackay, b Beck	2
Sig. Williams (R.C.S.), c Reid b Baker	9
S. A. Ismail (I.R.C.), c Mackay, b Baker	1
W. C. Hung (K.C.C.), not out	16
R. Lee (C.C.C.) l.b.w., b Baker	0
Extras	8
Total	67

BOWLING ANALYSIS.

	O.	M.	R.	W.
Burnett	3	1	6	2
Reid	6	0	19	1
Beck	8	1	20	2
Baker	4.5	0	14	4

RECORD OF MATCHES.

Played 3; Won 2; Lost 1.
v. K.C.C. lost by nine wickets.
Volunteers: 273 and 72.
K.C.C.: 300 and 43 for 1.
v. THE ARMY won by one run.
Volunteers: 136.
The Army: 135.
v. COMBINED LEAGUE won by eight runs.
Volunteers: 75.
Combined League: 67.

The Volunteers scored 556 runs for the loss of 40 wickets giving an average of 13.9 runs per wicket. Opposing elevens, thanks to the K.C.C.'s fine performance scored 551 runs for the loss of 31 wickets returning an average of 17.77 runs per wicket.

SATURDAY'S LEAGUE GAME.

UNIVERSITY v. H.K.C.C.—On University Ground at 2 p.m.

University:—D. J. N. Anderson (Captain), A. Baker, L. T. Ride, F. A. Redmond, D. K. Samy, A. B. Sulleman, A. M. Rodrigues, A. T. Nomanbhoy, A. Chan Fook, G. E. Yeoh, and A. S. A. Kyum.

At a meeting of the Council of the Hong Kong Football Association held on February 10, Mr. Ormiston proposed and Mr. Goldenburg seconded "That the application of Li Wai-long to register for South China Athletic Association should be accepted." The motion was carried.

Mr. Ormiston and Mr. Duncan addressed the meeting, and it was agreed that a copy of Mr. Duncan's statement together with a covering letter should be sent to the Football Association in England.

Sport Columns

CHELSEA OUT OF ENGLISH CUP.

Handsome Win by Birmingham.

"WOLVES" DEFEATED.

Three replays in the English Cup were decided yesterday.

Birmingham journeyed to Chelsea and put up a brilliant performance, winning by three goals.

Exeter, playing at home, were no match for Sunderland, who won by a couple of goals margin.

West Bromwich Albion visited Wolverhampton, the latter being ousted by the odd goal in three.

Results as cabled by Reuter:—

Chelsea	0	Birmingham	3
Exeter	2	Sunderland	4
"Wolves"	1	West Brom.	2

West Bromwich Albion will meet Everton in the semi-final on the ground of Manchester United.

Birmingham will meet Sunderland on the ground of Leeds United.

SCOTTISH CUP.

Kilmarnock's Easy Win Over Bo'ness.

In the Scottish Cup replay Kilmarnock, playing at home, easily vanquished Bo'ness, the wooden-spoonists of the Second Division, the result being:—

Kilmarnock 5 Bo'ness 0

The draw for the semi-finals, to be played on March 14, has resulted:—

Kilmarnock v. Celtic
(at Hampden Park, Glasgow).

Motherwell v. St. Mirren
(at Ibrox Park, Glasgow).

SCOTTISH LEAGUE.

A Scottish League match was played at Celtic Park, Glasgow yesterday, the visitors being Motherwell. Result:—

Celtic 4 Motherwell 1

REVISED TABLE.

	P.	W.	D.	L.	Goals F.	Goals A.	Pts.
Celtic	28	19	6	3	80	27	44
Motherwell	30	19	6	5	83	36	44
Rangers	29	19	5	5	73	23	43
Hearts	30	17	3	10	79	51	37
Partick	29	17	3	9	59	39	37
Dundee	28	15	3	10	54	45	33
Hamilton	31	15	3	13	52	44	33
Airdrie	30	15	3	12	51	54	33
Aberdeen	32	13	6	13	63	55	32
Cowdenbeath	28	12	5	11	40	43	29
St. Mirren	28	11	6	11	45	48	28
Clyde	30	12	4	14	49	65	28
Morton	29	10	5	14	49	64	25
Kilmarnock	28	11	2	15	44	51	24
Queen's Pk.	29	9	6	14	49	56	24
Leith	30	7	9	14	41	65	23
Falkirk	28	10	2	16	58	69	22
Hibernians	31	7	6	18	39	67	20
Ayr	28	8	9	16	35	75	15
East Fife	30	4	4	22	33	99	12

MEETING OF COUNCIL OF H.K.F.A.

Semi-Finals of Shield Games to Be Drawn.

A meeting of the Council of the Hong Kong Football Association will be held in the offices, 4th floor French Bank Building, at 5.30 p.m. on Tuesday March 10.

The following business will be discussed.

To confirm the minutes of Council Meeting No. 8 and Emergency Committee meeting No. 12.

Accounts.

Correspondence.

To draw the Shield Semi-finals and arrange for the Finals.

To arrange the *Sunday Herald* Cup Final.

Any other business that may arise.

FANLING HUNT FIXTURES.

List of Meets for March.

Hounds will meet as follows:—

Thursday, March 5, 3.15 p.m.—Kennels. A bye day.

Sunday, March 8, 3.15 p.m.—Sheung Shui Police Station.

Wednesday, March 11, 3.15 p.m.—The Hunters' Arms.

Sunday, March 15, 3.15 p.m.—Potts' Bungalow.

Wednesday, March 18, 3.15 p.m.—The Kennels.

Wednesday, March 25, 3.15 p.m.—Dills Corner.

MICKEY WALKER DIVORCED.

Trenton (New Jersey), Feb. 7.

The wife of Mickey Walker, the boxer, has been granted a divorce on the grounds of cruelty.

TREVESSA TROPHY ON MARCH 24.

Fifteenth Bi-Annual Life-Boat Race.

BIG ENTRY?

We are informed that the 15th bi-annual race for ships' life-boats will be sailed on Tuesday, March 24, starting at 4 p.m.

Boats are to be at the starting line at 3.30 p.m. to receive their number flag (which must be handed in at the end of the race) and to place themselves under the orders of the starter, who will line them up.

Course.—Start from Channel Rocks, thence to Kowloon Rock (P) Mark off Yacht Club (S), Mark Boat off Cust Rock Beacon (P), finish at Yacht Club across line West to East and leaving mark boat to port.

It will be noted that any merchant ship in port on the date of the race, belonging to owners having offices in Hong Kong, may enter any number of boats (with Asiatic crews) provided the regulations are complied with.

Ships proposing to enter boats are requested to notify the Hon. Secretary, Royal Hong Kong Yacht Club, by noon on March 23. Post entries will, however, be received.

Our Sports Diary.

LOCAL.

RACING — Saturday — Annual Race Meeting, Happy Valley.

March 22—Fanling Hunt Club's Steeplechase Meeting.

BOXING — To-day — Tournament, City Hall, 5.15 p.m.

FENCING — Monday—Fencing Club Meeting, Yacht Club, 5.15 p.m.

March 21—Tournament, Yacht Club, 3.30 p.m.

CHESS — Tuesday — Kowloon Chess Club Championship.

ATHLETICS—March 9—Marathon Race, Kowloon, 4.30 p.m.

March 15 and 16—Hong Kong v. Canton Universities.

HOME.

FOOTBALL—March 14—English Cup—Semi-Finals; Scottish Cup—Semi-Finals.

RUGBY FOOTBALL — March 14—Ireland v. Wales, Belfast.

UNIVERSITY BOAT RACE.

Crews Selected for March 21.

ETON PREDOMINANCE.

London, Feb. 18.

The crews to represent Oxford and Cambridge in the annual boat race, which is to be rowed on March 21, have been selected as follow:—

Oxford.

	st.	lbs.
D. E. Tinne (Eton and University College) bow	12	7
G. M. L. Smith (Winchester and Brasenose)	12	3½
R. A. J. Poole (Eton and Brasenose)	13	4½
C. M. Johnston (Shrewsbury and Brasenose)	12	10
J. F. Platts-Mills (Nelson Coll. New Zealand and Balliol)	13	2½
L. Clive (Eton and Christ Church)	13	3
W. D. C. Erskine-Crum (Eton and Christ Church)	12	5
C. F. Martineau (Harow and University College) stroke	11	7

The cox has not yet been appointed, although J. L. Lutwyche (Radley and Magdalen, 8 st. 8½ lbs.) has been cox to the above crew in its practices.

Cambridge.

	st.	lbs.
C. M. Fletcher (Eton and Third Trinity) bow	12	2
W. A. Prideaux (Eton and Third Trinity)	12	4
R. H. H. Symonds (Bedford and Lady Margaret)	12	0
H. R. N. Rickett (Eton and Third Trinity)	12	5
P. N. Carpmael (Oundle and Jesus)	13	4
G. Gray (Bolton and Queen's)	13	3
C. J. S. Sergel (Monkton Combe and Clare)	12	7
T. A. Brocklebank (Eton and Third Trinity) stroke	11	5
J. M. Ranking (Cheltenham and Pembroke) cox	7	0

Brocklebank, Prideaux and Rickett of Cambridge and Johnston, Clive, Tinne and Martineau of Oxford, rowed in last year's race. It is a curious coincidence that neither of last year's bows—Haig Thomas (Cambridge) and Waterhouse (Oxford)—though available, gets his place this year.

FRENCH RUGBY CASUALTIES.

Commission to End Alleged Brutality.

EX-CAPTAIN'S OPINION.

Since October 1930 there Rugby players have been killed in France and nearly thirty have lost their lives since the war.

As a result of the increase in the number of casualties a sporting commission of five members has been organised, with widespread powers to end alleged brutality. At the same time rapid action on the part of the Rugby Federation is demanded by all sports followers.

Fernand Forgeus, who is one of the best Rugby players in France, and formerly captained the French international team, declares:—"The sport has become too brutal. My son will never play Rugby."

In spite of all this, Rugby has made rapid strides in France, and in the South it is the most popular sport at the present time.

INTERNATIONAL ICE HOCKEY.

Canada and U.S.A. in the Final.

TWO OUTSIDERS.

Krynica (Galicia), Feb. 7.

Canada and the U.S.A., the only two non-European countries playing in the world's ice hockey championships, will meet here in the final to-morrow.

To-day Canada beat Austria by eight goals to nil.

The United States, however, had a much harder task to defeat Poland by a goal to nil this afternoon.

BRITISH NAVY'S FINE RECOVERY.

Soccer International in Tientsin.

CHINESE HELD.

In the Tientsin annual international football competition, the British Navy drew with the Chinese, each team scoring five goals, writes the North China Daily News. At the end of the first half, the Chinese led by two goals to nil.

In the second half, both teams went ahead in scoring and in the middle of the half the total was in favour of the Chinese at 1-3. Then it went to 5-4 and, with only two minutes to go, the Navy forced their way up and shot a belated goal to tie the score.

It was reported that the Chinese made a splendid showing. There was a big crowd present to watch the exciting tussle.

ANNUAL RACES.

FOUR DAYS' ANALYSIS.

Winning Jockeys.

	1st	2nd	3rd
Hill	9	2	1
Y. S. Chang	8	6*	7*
Frost	5	0	1
Quincey	4	1	4
Clark	3	0	4
Heard	3	2	0*
T. L. Wong	2	8*	4
Sokoloff	2	4	4
T. Y. Tung	2	2	3
Pote-Hunt	1	5	3
H. C. Pih	1	3	1
G. U. da Roza	1	2	2*
Proulx	1	1	0
Backhouse	1	0	1
Stanton	1	0	0
Bramwell	1	0	0
S. N. Pan	0	2	2
A. A. R. Botelho	0	1	0
Soares	0	1	0
Charles	0	0	1*
Lobel	0	0	1

*One dead heat.

Winning Owners.

	1st	2nd	3rd
L. Dunbar	8	4	4
Dynasty	7	6	8*
Hall & Shenton	5	0	0
Chan Tin-son	4	1	3
Mrs. Dunbar	3	3	2
Mackie & Grayburn	3	3	2
Ho Kom-tong	2	3	4
John	2	0	2
Chau & Chau	1	2	1*
T. P. T.	1	1	2*
L. T. F.	1	1	1
Widdecombe	1	1	0
Proulx & Sling	1	1	0
W. T. Stanton	1	0	0
Strut & Lobel	1	0	0
Parkson Chan	1	0	0
L. Reidy	1	0	0
Wong & Tang	1	0	0
Heard	1	0	0
A. H. Carroll	0	2	2
K. H. Kay	0	2	1
Fung & Tang	0	2	0
A. A. R. Botelho	0	2	0
Eve	0	2	0
Lewis & Tinson	0	2	0
Aitch Aitch	0	1	3
Cocktail	0	1	1*
Kong Bros.	0	1	1
Toeg & Priestley	0	1	1
Lt.-Col. M. H. Logan	0	1	1
Mrs. R. M. Austin	0	1	0
Happy	0	1*	0
Tang Man-wah	0	1*	0
D. Wilson	0	0	2
Artik	0	0	1
Lau & Lau	0	0	3
Wong Ping-shun	0	0	1
Dr. S. To Wong	0	0	1

*One dead heat.

DEMPSEY EAGER FOR A "COME BACK."

Desirous of Meeting Carnera.

£100,000 ASKED.

Jack Dempsey is ready to enter the ring again, and he is, moreover, quite prepared to meet Carnera if he can make £100,000 out of the contest.

Bill Duffy, who is perhaps the "Mannasa Mauler's closest friend and who is the one man in the boxing world to-day who really knows what is going on in Dempsey's mind, states that Dempsey will almost certainly fight again this Summer.

Duffy says that Dempsey is ready and eager for another "come-back." "He only wants one fight," he said. "I have talked it over often with him, and if old Tex Rickard were only alive Jack would go back into training again to-day. "He is 35, but I can't believe he is through yet."

The one man Dempsey wants to meet is Carnera, and Duffy is one of the guiding hands behind the Italian's efforts to make headway in America. Duffy, however, has such faith in his old friend that he is quite willing to choose Dempsey in preference to the Italian.

"Jack," said Duffy, "is the one man who has a chance now of beating Carnera. Within a year nobody will be able to beat the Italian. It would be the greatest fight in history, greater even than the Dempsey-Firpo battle.

It could not be staged in June," continued Dempsey's friend, "as I would never agree to anything that would be likely to injure the Stribling-Schmeling match. "Carnera has signed to meet the winner of that bout in September, but it might be possible to switch things round and make a Dempsey-Carnera bout a show of shows in September, probably at the new stadium in Jersey City. If the fight were staged there it would draw at least £400,000."

Duffy said that Dempsey would require a guarantee of about £80,000 before he stepped into the ring.

A new promoter has recently taken the field in Illinois. He is William B. Saxe, a young lawyer, and he is rumoured to be mapping out a programme the like of which even Rickard never visualised.

It is Saxe who will be behind the Schmeling-Stribling bout, probably in Chicago, and he will also be behind the bout which Carnera will have with the winner in September. He also has a year's option on the survivor of the latter battle.

CARLTON AN AMATEUR.

Wellington, N.Z., Feb. 23.

The Australian "wonder sprinter," J. A. Carlton, declares that he will not turn professional.

My ambition is to emulate the great Bob Fitzsimmons—win three titles and hold them all. I am junior welter-weight champion now—I want the welter and light-weight titles, too.—Jack (Kid) Berg.

BOXING

THEATRE ROYAL

TO-NIGHT AT 9.15.

MAIN EVENT

15 Rounds Contest for Middleweight Championship of the Colony and Belt

Between

JOCK CRICHTON,

SHANGHAI

Welter Weight Champion of the Colony.

and

A. B. EWIN,

H.M.S. KENT.

Middle Weight Champion of the Colony

Imperial Services Middleweight Champion 1925 and 1928.

Booking at Moutrie's:—

For Members of the Hong Kong Boxing Association on MONDAY and TUESDAY, March 2 and 3.

General Public:

WEDNESDAY and THURSDAY, March 4 and 5.

RINGSIDE SEATS $5.50.

OTHERS $3.30 and $1.10.

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POST OFFICE NOTICE.

INWARD MAILS

THURSDAY, MARCH 5.
Sandakan ..... Tjilitwong.
Japan ..... Hawaii Maru
FRIDAY, MARCH 6.
Shanghai and Europe via Siberia (London, Feb. 14) ..... Hakone Maru
Shanghai and Europe via Siberia (London February 14) ..... Khiva.
Europe via Negapatam (Letters only, London, Feb. 5) ..... Hakozaki Maru
SATURDAY, MARCH 7.
Shanghai and Swatow ..... Taming
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Feb. 6) & Europe via Siberia (London, Feb. 16) ..... Pres. Van Buren
Europe via Negapatam (Papers only, London February 5) ..... Santhia.
SUNDAY, MARCH 8.
Straits ..... Mirzapore
MONDAY, MARCH 9.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Feb. 13) ..... President Madison

OUTWARD MAILS

THURSDAY, MARCH 5.

Samshui & Wuchow	Kong Ning	4 p.m.
Saigon	Borneo	4.30 p.m.
Manila, Australia & New Zealand via Brisbane	Sydney Maru (Due Brisbane, March 19.) Registration .Mar. 5, 4.15 p.m. Letters ..... 5 p.m.	

FRIDAY, MARCH 6.

Saigon, *Straits, *Ceylon, *India, *Mauritius, *E. & S. Africa and *South American Ports	Hawaii Maru	9.30 a.m.
Shanghai, Japan and *Europe via Siberia	Hakozaki Maru	10.30 a.m.
Swatow, Amoy and Foochow	Haiching	1 p.m.
Haiphong	Canton	2.30 p.m.
Straits, Ceylon, India, Maritius, E. & S. Africa, Egypt & Europe via Marseilles	Khiva (Due Marseilles, April 4.)	

K.P.O. G.P.O.

Parcels .....Mar. 6, 4.30 p.m.	Parcels .....Mar. 6, 5 p.m.
Registration ....Mar. 7, 9 a.m.	Registration ..Mar. 7, 9.45 a.m.
Letters .....10 a.m.	Letters .....10.30 a.m.

SATURDAY, MARCH 7.

Amoy	Anking ..... 5 p.m.
Manila	Pres. Van Buren ... 5 p.m.

*Superscribed correspondence only.

SEX OF UNBORN INFANTS.

Photographic Method Explained to Scientists.

NEW X-RAY.

Cleveland Jan. 4.

Whether to trim the baby basket in pink or blue, always a vital problem to young married couples can now be determined as early as three months before the birth of the expected child through the use of a new X-ray photographic method developed by Dr. Thomas O. Menees, of the Blodgett Memorial Hospital, Grand Rapids Mich., who exhibited his photographs to the American Association for the Advancement of Science at its annual meeting here

This new method of ascertaining sex of the unborn baby many weeks before birth is expected to relieve the anxiety of prospective parents who under present circumstances are impatient to know whether their off-spring is a boy or girl.

But No Choice.

No hope is held out that the new method developed by Dr. Menees or any other known method, can be used to assure the mother giving birth to a child of the sex that is most desired by the parents. The sex of the child is determined at the very beginning of its prenatal life and seems to be dependent upon chance. Dr. Menees has made several successful diagnoses of the sex of unborn babies.

The method consists of injecting in the surroundings of the unborn baby a small amount of concentrated solution of strontium iodide. This relatively harmless chemical has the property of being relatively opaque to the X-rays and the fleshy parts of the baby as well as its tiny bones can be identified on the X-ray photograph. The effect of the injection fades after two or three hours and entirely disappears in a day. Dr. Menees calls the method "amiography."

More important to the physicians and the mother is the fact that amiography can be used to ascertain in doubtful cases whether a caesarian section will be necessary in order that the child may be safely born. It will probably be used much more frequently for this purpose than for ascertaining sex.

Human Voice Photographed.

A photograph of the human voice is produced in one minute by a new rapid record oscillograph exhibited by the Bell Telephone Laboratories of New York. This machine can be plugged into a telephone line or connected to a microphone and out of it will come a wavy line record that gives the exact characteristics of any voice, music or sound from zero to 3,000 cycles per second.

Duraluimin wires of very slim diameter cast a shadow on the photographic paper and their vibrations set in motion by the voice current makes the record.

Mr. A. E. Melhouse of the laboratories also demonstrated high speed relay that can switch a current in three thousandths of a second. One use for this relay will be to silence a telephone line between pauses in the conversation. Less efficient kinds of similar relays have been used on the trans-Atlantic telephone circuits. —United Press.

HONG KONG HEIGHTS

For the information of visitors highest points on the Island and the following list of some of the Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1726
Peak Hotel	1305
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Road (filterbeds)	297
Mainland	**Feet.**
Kowloon Peak	1971
Taimoshan	3124

SUIT BY EARL'S DAUGHTER.

Money Lost in Share Deals.

INCOME "FLUTTER."

The dealings of an earl's daughter on the Stock Exchange were mentioned in the King's Bench Division recently during the hearing of an action which came before Mr. Justice Horridge and a special jury.

The plaintiff, Lady Theodora Davidson, of Hampton Court Palace, and Queen Street, Mayfair claimed £580 moneys received, or, alternatively, the same amount for alleged breach of contract by the defendants, Mr. Franck Schwab, Mr. N. G. Fowler Snelling, Mr. T. C. Gibson, Mr. R. W. Coit, and Mr. A. R. Daniels, trading as Schwab and Snelling, stockbrokers, Throgmorton Street, E.C.

Defendants denied liability.

Sir Patrick Hastings K.C., and Mr. T. Mathew appeared for plaintiff; Mr. A. T. Milled. K.C., Sir Albion H. Richardson, and Mr. F. van den Berg represented the defendants.

Sir Patrick Hastings said that the plaintiff, a daughter of the Earl of Albemarle, was suing by reason of the fact that defendants undertook to advise her properly with regard to investments in stock, but they failed to do so.

She alleged that she was recommended by a lady friend to a Captain Seeley, who was connected with the defendant firm. In June 1928, plaintiff telephoned to Schwab and Snelling and asked for Captain Seeley. She was told that he was out. She explained that she wanted Captain Seeley to help her in dealing with her investments, and she was told that any orders she gave would be carried out.

Transactions in Dispute.

The only two transaction in dispute concerned deals in shares of the Decca Gramophone Company and Continental Waste Food Products. After the telephone conversation plaintiff received from Captain Seeley a letter, written on the firm's notepaper, saying "We are specialists in our particular line and are able, through our rather unique system, to give more personal attention to our clients' business than others."

From this letter Lady Theodora concluded that Captain Seeley was an authorized employee of the defendant firm. Relying upon his judgment plaintiff made investments and lost her money. The defendants now denied that Captain Seeley was in their employ or had their authority to act for them. Yet in a letter the firm wrote to plaintiff they said: "We have summarily dismissed Captain Seeley from our service for highly unsatisfactory conduct."

Plaintiff, giving evidence, said that she had had no business experience.

Mr. Miller: Your were entering into speculation at this time?—Not at all. I was going by the defendants' memorandum, which distinctly laid down that they did not go in for speculation.

Yet you wrote "I wanted quick turn-over and you gave me lock-ups." What did you mean by that?—Captain Seeley told me that he could invest my money in such a way, perfectly safely, that it would bring in bigger dividends than I had been receiving.

"Lock-Ups."

Plaintiff added that by "lock-ups," a term she invented, she meant that the investments Capt. Seeley made for her were not well-founded investments, but things of the future, which meant speculation.

With regard to one of plaintiff's investments, Mr Justice Horridge remarked that it was a little flutter.

Plaintiff (with a smile): Yes.

She added that as a rule she never had a flutter out of income. The "flutter" referred to was made with a sum she received unexpectedly.

His Lordship: You must have known that Capt. Seeley was not a partner?—Yes, I knew that.

Mr. James Arthur Wright, managing clerk to Lewis and Co., a City firm of stock brokers, said that in his opinion the Waste Food Products shares were of a highly speculative nature. When the Decca Gramophone shares first came out he regarded them as an investment, although, about 1928, people began to speculate in them.

"Lock-ups," Mr. Wright added, was a well-known Stock Exchange expression, and meant shares for permanent holding.

Opening the defence, Mr. Miller said that Capt. Seeley had been an officer in the Guards, and became half-commission man to Schwab and Snelling, with a seat in their office. He had no authority to act on behalf of the firm, neither was he "held out" to have authority. Capt. Seeley was now abroad, and not available to give evidence.

Mr. T. C. Gibson, a member of the firm of Schwab and Snelling, and one of the defendants, said he knew of no direct communication between plaintiff and the firm from the time when she first rang up and asked for Capt. Seeley till the date when the latter's services were dispensed with.

Solicitors: Goddard and Co.; Leighton and Savory.

The hearing was adjourned.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	11
Bank, on demand ...	11
Bank, 4 months' sight	11 1/16
Credits, 4 months' sight	11 11/16
Documentary, 4 months' sight	11 13/16
On Paris—	
On demand	567½
Credits, 4 months' sight	607½
On New York—	
On demand	22¼
Credits, 60 days' sight	23⅜
On Bombay—	
Wire	61¾
On demand	61¾
On Calcutta—	
Wire	61¾
On demand	61¾
On Singapore—	
On demand	39⅝
On Manila—	
On demand	44⅝
On Shanghai—	
On demand	Tls. 76
Dollar	3¾% dis.
On Yokohama—	
On demand	45
Sovereigns (Bank's buying rate)	11⅞
Silver (per oz.)	12⅞
Bar Silver in Hong Kong	Nominal
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	3½% p.a.
Chinese Sub. Coin ..	22¾% dis.
Hong Kong Sub. Coin	Par

LONDON EXCHANGES

	Rugby, Yesterday.
Paris	124.00½
New York	4.85 23/32
Brussels	34.84½
Geneva	25.23
Amsterdam	12.11¾
Milan	92.72½
Berlin	20.43½
Stockholm	18.18½
Copenhagen	18.16¼
Oslo	18.16
Vienna	34.56½
Prague	164
Helsingfors	193
Madrid	45.15
Lisbon	108.25
Athens	375
Bucharest	817
Rio	4 1/16
Buenos Aires	37 5/16
Montevideo	35⅜
Bombay	1/5 25/32
Shanghai	1/2 ¾
Hong Kong	10⅞
Yokohama	2/- 13/32
Silver Spot	12⅞
Silver Forward ...	12¾

— British Wireless Service

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 5th March, 1931.

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid	
Banks.							
Hong Kong Bank .....$	2075	...	...	...	Dec.	Final $3 bonus $1 a/c 1930 ex. 1/11 =$75.14 ...	Mar. 2, 31
Chartered Bank .....£	...	...	...	16½	Dec.	Interim 7/- free I/Tax a/c 1930	Sep. — 30
Mercantile Bk., A&B. £	...	...	...	23½	Dec.	Int. 20/- a/c 1930 less I/Tax...	Sep. — 30
" C. £	...	...	...	12½			
Bank of Asia .....$	116	...	...	...	Dec.	$8 for 1930	Feb 28, 31
Insurances.							
Canton Ins. .....$	...	...	...	1900	Dec.	Final $27 for 1928 Interim $18 a/c 1929 =$45...	May 16, 30
Union Ins. .....$	...	...	...	649½	Dec.	Final 16/- for 1928 Interim 24/- a/c 1929 =$2 ...	May 30, 30
*China Underwriters...$	3.60	...	...	...	Dec.	None	...
China Fire Ins. .....$	536	...	...	...	Dec.	Final $0 bonus $6 for 1928 Interim $3 a/c 1929 =$18 ...	May 30, 30
H. K. Fire Ins. .....$	...	...	...	1305	Dec.	$47 for 1928	Mar. 20, 30
Shipping.							
Douglases .....$	...	27	...	...	Dec.	Last dividend for 1924	...
H. K. Steamboats ...$	...	26½	...	...	Dec.	$1-50 for 1929 None for 1930....	Mar. 4, 30
Indo-China (Pref.) ...$	...	...	...	40	Dec.	12/- ex. 2/-) on preferred for 1924 and 1925	June 19, 29
" (Def.) ...$	...	...	...	30		Last dividend for 1921	...
Shell Transports ...£/-	...	...	...	59/-	Dec.	Interim 2/- Coupon No. 87 free I/Tax a/c 1930	Jan. 6, 31
Union Waterboats ...$	...	...	...	87	Dec.	$1-50 for 1930	Pending
Mining.							
Benguets .....$	...	...	...	10½	Dec.	Final 40 centavos making Peso 1 for 1930 ...	Dec. 20, 30
Kailan Mining Ad. £/-	...	...	...	36/3	June	Fin. 4% free I/Tax Coupon 33 making 9% for year 31-6-30	Dec. 20, 30
Langkat .....Tls.	...	...	...	8½	Oct.	T. 0.50 for year 31-10-29	May 8, 30
S'hai Exploration...Tls.	1.90	...	...	...	Dec.	None	...
" Loans .....Tls.	...	...	...	5½	Dec.	Final T. 0.45 making T. 0.60 for 1930	Feb. 6, 31
*Raubs .....$	40½	...	...	...	Mar.	Third int. 1/- a/c year 31-3-31 payable ...	Mar. 16, 31
Venezuela Gold Fields $	3.60	...	...	...		...	...
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves..$	...	173½	...	...	Dec	$9 for 1930	Pending
H. K. & W. Docks...$	30½	...	...	...	Dec.	Last dividend for 1924	...
South Ch. Motors ...$	...	...	...	10	...	...	...
*China Providents (old)$	5.35	...	...	...	Dec.	Last dividend for 1924	...
" (new) $	2.45	...	...	...			
Hongkews .....Tls.	274	...	...	...	Dec.	Interim T. 8 a/c 1929	Sep. 12, 30
N. Engineerings ...Tls.	51	...	...	...	Dec.	T. 0.25 for 1930	Mar. 4, 31
Shanghai Docks ...Tls.	110	...	...	...	Apr.	T. 7 for year 30-4-30	July 30, 30
Lands, Hotels & Buildings.							
*H. K. & S. Hotels...$	12.70	...	...	...	Dec.	60 cents for 1930	Pending
H.K. Lands .....$	84½	...	...	...	Dec.	Final $2 making $4 for 1930 and $1 on new issue	Feb. 10, 31
Shanghai Lands ...Tls.	420	...	...	...	Dec.	Final T. 18 making T. 31 for 1930	Pending
Humphreys (Cum Rts.)$	...	...	...	16.85	Dec.	80 cents for 1930	Feb. 24, 31
" Rights .....$	...	...	...	9			
H. K. Realties .....$	9½	...	...	...	Dec.	Interim 30 cents a/c 1930	Sep. 4, 30
Chinese Estates .....$	...	...	...	97	Feb.	$5 for year 23-2-30	July 21, 30
Cotton Mills.							
*Ewo Cotton .....Tls.	...	...	...	15.95	Dec.	T. 0.75 for 1930 payable	Mar. 12, 31
Shanghai Cotton...Tls.	107	...	...	...	Apr. and Oct.	T. 3-25 for half year 31-10-30	Nov. 29, 30
Zoong Sings .....Tls.	13.10	...	...	...	June	T. 0-80 for year 30-6-30	Oct. 11, 30
Public Utilities.							
*H. K. Tramways...$	17.60	...	...	...	Dec.	Final of 40 cents making 80 cents for 1930	Feb. 27, 31
Peak Trams (old) ...$	13.05	...	...	...	Apr.	90 cts. on old for year 40 cts. on new 30-4-30	June 16, 30
" (new) ...$	...	...	...	6½			
Star Ferries .....$	88	...	...	...	Dec.	$4 for 1930	Feb. 13, 31
*China Light .....$	25	...	...	...	Sept.	Final 50 cts. a/c yr. 30-9-30	Dec. 15, 30
H. K. Electrics .....$	80	...	...	...	Dec.	$2.50 for 1930	Pending
Macao " .....$	...	...	...	23	Dec.	...	...
Sandakan Lights ...$	...	...	...	12	June	None	...
H.K. Tels. fully paid $	42	...	...	...	Dec.	Final 4% making 10% a/c 1930	Pending
" part paid $	...	...	...	20½			
China Borax .....Tls.	...	...	...	19	Dec.	T. 0.90 for 1929	Feb. 25, 30
S'pore Tractions(Ord.)$/-	...	6/6	...	...	Sept.	11½ on preference shares Subject to income tax...	Feb. 6, 31
" (Pref.)$/-	...	...	...	10/-			
Industrials.							
China Sugars .....$	...	...	...	30cts.	...	In Liquidation	...
Malabon Sugars .....$	38	...	...	...	Dec.	Fin. 8 for 1928	Apr. 11, 29
Cald: Macg. Ord....Tls.	...	...	...	11½	Dec.	T. 0.60 P. 0.65 7 months 1929	Apr. 30, 30
" Pref....Tls.	...	...	...	11			
Canton Ices .....$	...	3.40	...	...	July	None	...
*Cements (com.) .....$	16.65	...	...	...	Dec.	20 cents on old 10 cents on new for 1930	Pending
" (old) .....$	11½	...	...	...			
" (new) .....$	...	...	...	5.20			
H. K. Ropes .....$	...	...	...	14.20	Dec.	75 cents for 1930	Pending
Stores, &c.							
Dairy Farm (old) ...$	...	26.10	26	...	Dec.	$1.60 for 1930	Pending
" (new) ...$	...	...	...	24½			
Watsons .....$	...	...	...	13.40	Oct.	70 cents for year 31-10-29	Mar. 31, 30
Dor A Wings .....$	...	...	...	1	...	...	...
Lane Crawfords .....$	...	...	...	3.90	Feb.	Last dividend for year 23-2-26	...
Mackintosh .....$	...	...	...	20	Feb	$2 for year 28-2-31	May 15, 30
Sincere .....$	...	...	...	13½	...	...	...
Wm. Powells .....$	...	...	...	2.85	Feb.	25 cents for year 28-2-30	June 10, 29
Miscellaneous.							
H.K. Amuse. (C. R.) $	...	...	...	25½	Mar.	$2.50 for year 31-3-30	Sept. 27, 30
" (Rights) $	...	...	...	6½			
Ch. Entertainment ...$	15.80	...	...	...	...	...	...
H. K. Constructions...$	5½	...	5.80	...	Dec.	None	...
B. Ind. G.$ Bonds ...	...	...	...	68%	...	...	...
H. K. Govt. Loans...$	...	Prem.	...	7%	...	Interest half yearly	...

*Speculative shares. *Sales to Shanghai.

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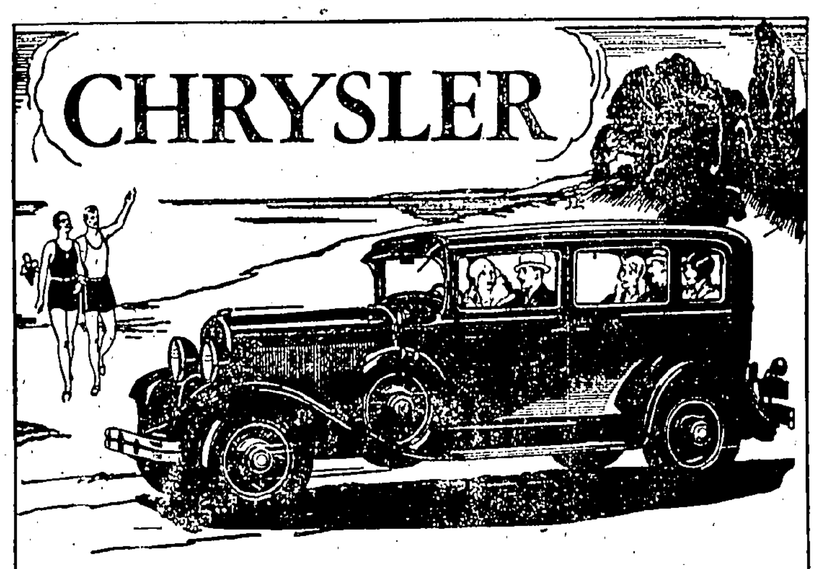
BRINGING UP FATHER

MOTORISTS THIS IS YOUR PAGE



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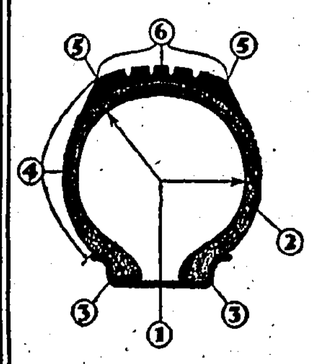

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CARE OF YOUR CAR.

Special Precautions in Winter.

[By John Prioleau in the Observer.]

That with the arrival of real Winter, when frost is the rule rather than the exception, the proper care of a car takes on a considerably more serious aspect than in Summer is a truism with which nearly every owner, from the most experienced to the latest novice, is familiar. Unfortunately, this familiarity often leads to disregard of certain golden rules, with more or less disastrous consequences. Looking after your car properly in Winter is not confined to warding off frost from the water-cooling system, which is the easiest of precautions to take. The whole business, to be thorough, must entail a new set of rules of maintenance and driving.

The first of these is to let the engine begin its day's work very slowly and gently. It says much for the excellence of modern design and material that the habit of facing an engine on a cold morning to warm it up does not lead at once to costly breakdown. It must inevitably do so in the end, but it is remarkable for how long a good engine will support this treatment. This is no excuse for one of the worst crimes against good machinery, but an undeserved favour.

Battery Strain.

After a cold night, even without frost, the oil in the sump, bearings, and cylinders has congealed to an extent that makes the preliminary revolutions very heavy work, and throws a serious strain on the battery. I am certainly not one of those who believe that a battery in 1930 costing somewhere about £6 or £7, an integral part of a modern engine, should be relieved of one of its main functions on the grounds that doing work for which it is designed is bad for it, but I am compelled to admit that, until we get a far more efficient and durable kind, it is wise to let it off lightly in Winter. The theory is all wrong, but the practice pays.

Before Starting.

Absurd as it seems, it is an economical plan to turn the engine over by hand a dozen times before using the starter. This need not be an arduous job, even with a multi-cylinder engine with high compression, as the object is not at first, to fill the combustion chambers with gas, but to break up the film of cold, congealed oil which is clogging every moving part. Open the compression taps before beginning, and you will find the work nothing. It may be that injecting petrol through the taps will assure an immediate start—though this is by means an invariable rule—but, if so, remember to do so sparingly. The squirting of a tablespoonful or so of spirit will effectively break the oil film, but it will also wash away every trace of lubricant from the upper part of the pistons and impoverish the oil in the sump.

As soon as you have injected a few drops of petrol, close the taps and put the starter in action, having first released the clutch. I have seen an engine actually stopped, when idling, by the clutch being let in. As soon as the engine is going, set the throttle-lever so as to keep it at no more than 500 revolutions a minute, or ordinary idling speed, and cover the radiator and bonnet with rugs. In ten minutes or so the oil will have become properly fluid and be circulating freely and you can drive away.

You must not, however, attempt to drive at more than a moderate speed until the engine is really free—a condition sometimes indicated by a radiator-thermometer, but more surely verified by sense of touch. As soon as the car is out and moving the temperature of the water drops, and a certain time must be allowed for it to warm up again. In this connection a thermostat is sometimes useful, particularly if its resistance can be controlled by hand. Set it at the fully-closed position before starting the engine, but be very careful to remember to put it back to normal position before taking the road, or you may find yourself with an overheated engine and a radiator in danger of freezing at the bottom.

It is generally found that cars run more extravagantly, so far as petrol is concerned, in winter than in summer. This is due to less thorough vaporisation, which means loss of power, leading in turn to more generous throttle-opening. Unless the makers recommend it, it is best not to tamper with the carburettor setting. The chances are that you will make matters worse, either by spoiling the performance or actually increasing the consumption. Petrol economy is not invariably the result of smaller jets.

Warding Off Frost.

Be careful to cover radiator and bonnet with a rug when you stop for any length of time. On a cold day an hour will be quite enough to reduce an engine almost to its early morning condition, with most of its attendant risks. Always remember that a cold engine is vulnerable.

So far as safeguarding against frosts is concerned, there are only two absolutely safe methods of procedure for the owner of an unheated and exposed garage. The first is to empty the radiator every night, and the second to use some anti-freezing compound in the water. The former is perhaps the better because you naturally fill up the next morning with hot water and make the whole starting business much quicker and more certain, but it is slow, and, if the car is out every day, irksome.

U.S. BAN ON LIBERIA.

How the Firestone Co. Will Be Affected.

Those who remember the gesture with which certain American interests, and particularly the Firestone Tyre and Rubber Co., set about establishing a rubber plantation industry of their own in Liberia some years ago may smile now at the sequel, states the Financial News. By a rather similar gesture the U.S.A. has declared that she will shut her doors on all and every product of Liberia unless that State abolishes forced labour and slavery. For the Firestone Co., however, the proposal will probably not be of the importance which might be supposed. If the U.S. State Department is in earnest, Liberia will introduce suitable reforms soon enough; and meanwhile the Firestone Co.'s plantations are not yet in full bearing. Hitherto the company has secured its requirements quite satisfactorily from the usual sources of rubber supply, it even has a preparation mill at Singapore.

If, on the other hand, the U.S. market is really to be closed to Liberian products, the Firestone Co. still has two factories outside the U.S.A. where the Liberian rubber might be taken in.

A PUZZLE.

B.R.—I would be pleased if you could offer a solution of a most puzzling condition on my car. I have just completely overhauled this car and checked and adjusted all bearings, gudeon pins, &c. New rings have been fitted and the valves have been ground in—in short, everything has been tuned up o.k. The firing order of this motor is 1, 2, 4, 3. On running this engine without the exhaust manifold, No. 4 port is most noticeable for its much louder and harsher "bark," and also for its longer flame. This develops a thud on medium revs. when pulling, but it disappears at slightly higher speed, and also decreases as the engine warms up. There is no fault that I can find with the valve setting, ignition, or carburettor.

It seems evident that the compression in No 4 cylinder is better than the rest, this possibly being caused by you having done a better valve job on this cylinder, or to the rings being a better fit. To check for piston ring leak, the engine should be run until it is thoroughly warmed up. Stop the engine and then turn it over slowly with the crank handle, listening at the breather for a hissing sound which indicates the amount of gas getting past the rings. New rings are likely to leak slight until they get worn into position, and if the test shows ring leakage, the condition may improve after the car has done a few hundred miles. After a long period of service the seats of the valves are apt to become slightly concave, and when in this condition it is almost impossible to get a perfectly gas-tight seat. You will doubtless have noticed the condition of these seats when grinding in. If they are at all concaved, they should be faced up in a special grinding tool and the cylinder block seats should be reamed. The knock may be caused by a loose rear main bearing or to a misaligned connecting rod. Check for these conditions.—Ex.

HOW HE BEGAN.

From Cycle Shop to Motor-Car Factory.

Dr. Norman Joy, ex-medical officer of Bradfield College, Berks, lecturing at Reading, said that in 1902 he was the first doctor in Berkshire, and probably in Britain, to have a motor-cycle.

When a mechancial defect occurred he could not find any one in Reading or the surrounding districts to put it right.

He went to Oxford, and after a search found a small shop where a man used to look after the students' cycles. That man's name was Morris, and he had got on since then. He was now Sir William Morris.

A MAHARAJAH'S CAR

Equipped With Wash-Bowl and Dining-Table.

London, Feb. 9.

One of the most ornate motor-cars ever built has just been shipped from Great Britain to India for the Maharajah of Patiala for his use on hunting expeditions.

The equipment includes windows constructed to prevent people from seeing in, though the occupants can see out, a silver wash-bowl, silken damask curtains, and a searchlight throwing a beam a thousand yards. There is also solid silver crested cutlery and old British chinaware.

The car is mounted on a lorry chassis and contains a gunrack, a tank specially constructed to carry ice, an 18-gallon fresh water tank and a dining-table.

AUSTRALIAN SPARK PLUGS.

Representatives of the Press and motor trade were entertained at lunch by the Australian Spark Plug Co. recently, and were afterwards shown over the B.E.S. factory. This factory houses some of the finest spark-plug machinery in the world, and the most minute care is taken to check and test every plug, the slightest hint of a fault causing its rejection. The B.E.S. plug has features, previously regarded as exclusive to the dearer imported article including a detachable top, which allows of cleaning away carbon deposits. The popularity of the plug is evidenced in the fact that several world-famous cars now fit them as standard equipment. In addition, there is a rapidly growing export trade, which already includes South Africa, Fiji, Java, and New Zealand. These factors have enabled the makers to considerably reduce the price, so that it is now obtainable at a very low figure.

CLEANING WATER SYSTEM.

Since the core of the radiator is a depository for rust and scale rather than a place for generating it, the folly of paying too much attention to the radiator when trying to seek a remedy for overheating is apparent. When overheating is chronic and constant apearance of rust in the water drained off the system proves that the trouble is due to the scale, the most important step is to clean the block of the engine. The most satisfactory way to do this is to remove the block and clean out the jackets directly with boiling water. A simpler process, and one that should be tried first, is to put a flushing solution of one part of commercially pure muriatic acid to every twenty of water into the cooling system, and then let the engine idle with spark restarted until it overheats. This will boil the contents of the jackets, which can then be drained off.

CHARGING THE BATTERY.

A battery that has been run down overnight by leaving the lights burning or the ignition on usually can be brought back to life without removing it from the car, according to the free emergency road service of the California State Automobile Association. The first step is to see that there is a sufficient amount of water in the battery cells and that the terminals are clean and tight. The engine should then be cranked by hand or by towing the car if the owner has lost the crank or is fearful of a broken arm. This much done, it is important to keep the engine running fast enough to provide the highest charging rate. By keeping the engine from idling, therefore, it is possible to maintain a maximum charging rate even when driving through traffic.

B.S.A. & LANCHESTER

Combination of Famous Motor Firms.

It is announced that the Birmingham Small Arms Co. has acquired the whole of the share capital of the Lanchester Motor Co. The negotiations for this transfer of ownership were completed shortly before the death of Mr. Hamilton Barnsley, which occurred recently. Mr. Hamilton Barnsley was chairman, managing director and also principal shareholder in the Lanchester Motor Co., which, as is well known, is one of the pioneer firms in the motor trade.

The Birmingham Small Arms Co. is now a holding company, and therefore the transaction which has just been concluded does not imply any particularly important changes, nor any amalgamation in the ordinary sense of that term. The Lanchester Motor Co. in its new status now becomes a member of that group of companies which are under the aegis of the B.S.A.

The hopes which were held at one time of the Lanchester Motor Co. forming part of a large amalgamation of British motor manufacturers have apparently come to nothing more than the acquisition of that company by the B.S.A. Co. comments the Financial News. But, though this must be considered disappointing from the point of view of the industry as a whole, it is, as far as the two companies themselves are concerned, an excellent move.

The B.S.A. group has wide ramifications through the motor industry; besides controlling the Daimler Co., it is associated with the A.E.C., it is also connected with the Bristol Aeroplane Co. (makers of Jupiter engines), and has a working agreement with the Singer Co. The Lanchester Co. will thus gain by being brought within this wide, if loosely connected, group, and will benefit from a bigger selling organisation.

On the other hand, the group will have the benefit of Mr. George Lanchester's experience as a motor designer, a matter of considerable importance, since Mr. Lanchester's advice on technical matters has on occasion been sought by the largest motor manufacturing concerns in Britain and even by manufacturers in America.

CAR AND TRAIN RACE.

Racing touring cars against Continental expresses is now severely discouraged both by British and foreign makers (writes Mr. John Prioleau), owing to the unavoidable risks run and the inconvenience caused to other road users, but in New Zealand it seems to be more popular. I hear a Rover Ten saloon beat the train between Wellington and Auckland by half an hour, the run being made at night over bad and mountainous roads. This sounds a very meritorious performance for so small a car. The public interest in the event is shown by the fact that it was broadcast throughout the Dominion.

They Are Here!

1931

B.S.A

Motor Cycles.

THE MACHINES OF

PROVED

POWER
SPEED
SILENCE
SAFETY
ECONOMY
RELIABILITY

Hire Purchase Arranged.

SINCERE'S

Sole Agents

TYRE INDUSTRY.

Important Move by Oil Companies.

A remarkable merchandising situation will be created in the United States within the next few weeks when five of the Standard Oil companies under the leadership of the New Jersey unit, will start the sale of motor-car and motor-truck tyres, writes the American Editor of the Financial News. It is believed that the new brand of tyres will soon be on sale at between 90,000 and 100 000 petrol stations, thus far exceeding the number of outlets available to any other large chain merchandising system.

The first move was the organisation by Standard Oil of New Jersey of the Atlas Supply Co., which will be owned jointly by the Standards of New Jersey, Indiana, Ohio, Kentucky and California. This company will merely be the holding unit for trade marks, etc. Contracts for the new Atlas brand have already been placed, half with the United States Rubber Co., and half with the B. F. Goodrich Co.

Nation-Wide Service.

These five companies cover practically every State, and there is no doubt but that their entry into the tyre business means a radical dislocation of former methods of retailing tyres. In addition to selling the tyres at the service stations owned or controlled by the Standard companies and by dealers who only sell Standard petroleum products, the new tyres will be offered in wholesale lots to independent dealers and garages. The price at which the latter will be able to sell tyres will be slightly above the prices asked by Sears, Roebuck and Montgomery Ward, the great mail-order houses, so that no direct competition is expected between these important interests.

According to the Wall Street Journal, the tyres will be guaranteed for 12 months for passenger cars and six months for commercial cars against breakdowns through accidents, blowouts, cuts, bruises, rim cuts under-inflation, wheels out of alignment, or other road hazards.

In the event of a breakdown tyres will be repaired free or will be one twelfth or nine-sixths of the usual price multiplied by the number of months the damaged tyre was in service.

Aid to Petrol Sales.

The great advantage which the Atlas brand will have over tyres sold by individual dealers, regardless of the admitted excellence of all tyres which can now be sold under competitive American conditions, is the fact that a motor-car owner may buy a tyre in New York, travel to the Middle West and have any small adjustment made at any Standard Oil station, and possibly have the tyre renewed on the Pacific coast. In other words, the guarantee holds good not only as to recourse to the manufacturer, but as to service by almost innumerable stations throughout America. Such a situation will also tend, it is expected, to induce motorists to buy petrol at Standard stations wherever they may be.

Many factors have induced the Standard Oil interests to engage in the retailing of tyres, a move which was at first ridiculed in many quarters. Competition in the sale of petrol is as aggressive in America as it is in Great Britain, and there is a large over-multiplication of the facilities actually required. Overhead expense has been so great that no profit was possible in thousands of instances and individual owners of petrol stations tried to augment their takings by selling sandwiches, fruit, honey, and a long list of other articles, including aspirin, which got some of them into trouble with the laws governing the sale of drugs and pharmaceutical products.

Other Dealers Watching.

When the Standard Oil of Indiana announced its entry into tyre retailing, the board of directors said: "For a long time the motorist has been dependent on the service station, the garage, the wayside store, etc., for the servicing of tyres with air. Now he may turn to these for complete tyre service. More and more the motorist is looking to the service station as the main base of operations for motoring."

Dealers in other articles related to the motor-car are watching the success of the Standard Oil move with some apprehension, fearing that it may be only the opening wedge for a much greater experiment. The articles of incorporation of the Atlas Supply Co. give it authority to engage in practically any form of merchandising which might be thought profitable.

(Continued at foot of next Column.)

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56283.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22235.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

PEDESTRIANS.

Home Writers on Their Rights.

The following letters appear in the London Observer.

Sir,—Under this title a legal correspondent in your last issue points out how the rights of pedestrians may be affected—not directly, but none the less effectively—by the proposed Highway Code, through forcing him to use the footpath, where there is one, instead of the roadway.

I do not think many persons will quarrel with the view that where a proper footpath is provided pedestrians ought to use it, although this involves an abridgement of their present rights. But is your correspondent quite right when he goes on to say that both law and common sense will in the future hold drivers justified in saying, when an accident occurs to a pedestrian on a road provided with a footpath, "Since I knew there was a footpath, I was not looking out for pedestrians and I am not to blame for not seeing him."

In the first place, may not the pedestrian be able to justify walking on the roadway on the grounds urged by Mr. Boss in the case referred to by your correspondent, viz., that the footpath was in a bad state, so that it was not reasonable to expect him to use it? In the second place, will not a driver be still obliged to look out for pedestrians who are in the roadway, not for the purpose of walking along it, but of crossing it?

I venture to think that both law and common sense will still concur in asserting that motorists must continue to keep a lookout for pedestrians if they want to escape responsibility, civil or criminal, for running them down.—Yours faithfully,

A. KAYE BUTTERWORTH,
Chairman of the Committee.
The Pedestrians' Association,
134, Fleet Street, E.C.4.

Dear Sir,—Your Legal Correspondent, discussing the pedestrians' rights under the new Highway Code, says that, if a pedestrian chose to walk on the road when a footpath was provided, a driver would be entitled to plead: "Since I knew there was a footpath I was not looking out for pedestrians, and it is the plaintiff's own fault that I did not see him until too late to avoid him."

Surely the purpose of the Code is to make walking safer for those who observe it and not more dangerous than at present for those who fail to observe it. If it were to have the latter result it would be far better to have no Code at all.

Failure to observe the Code will not be a criminal offence, and anyone, through absent mindedness or tiredness, might easily break the Code, particularly in the first twelve months of its operation. The punishment under such circumstances should not be excessive risk of death or injury. A driver who killed or injured a pedestrian infringing the Code would still be liable to prosecution for dangerous or careless driving, and if he pleaded "I was not looking out for pedestrians" he would be self-convicted.—Yours faithfully,

AVIS DOLPHIN.
178, Green Lane, Norbury,
S.W. 16.

A Life-Saver for Pedestrians.

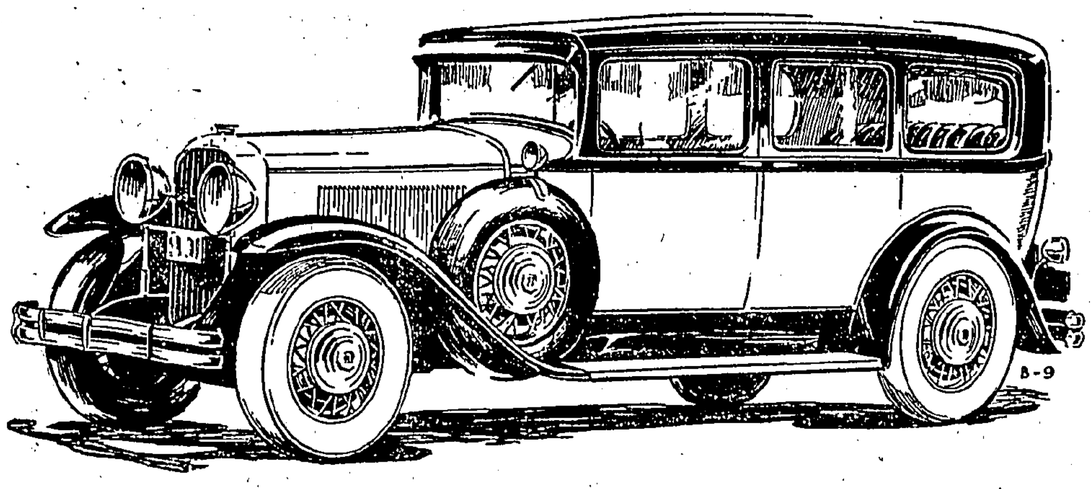
Sir,—May I suggest a fender for all motor-vehicles, expressly designed to save the lives of pedestrians? Such a fender is already successfully used by street tramways in America. It extends for the whole breadth of the car, and resembles a very broad wire garden seat, without legs, coming close to the ground, and sloping backwards. The lower border in front is shielded and softened by rubber tubing. The pedestrian who is encountered by this humane contrivance must inevitably, by the laws of equilibrium and gravitation, become seated upon the flexible wire framework, which will carry him unhurt until the car can be stopped.—Sincerely yours,

BERTRAND SHADWELL.
Lucerne.

Big Demand Anticipated.

Undoubtedly the new move comes at a time when there will be a very large demand for tyres. Sales of tyres during 1930 were the lowest of any year since 1924, but the sales of petrol show that the motor-cars have been running all the time. With the expected upturn in American business activity there is almost certain to be a very large increase in the sale of new tyres to motorists who have been patching up and conserving old tyres during 1930.

The effect on the United States Rubber Co., and the Goodrich Co., of these large contracts is hard to estimate in advance. The price made to the oil companies was undoubtedly a very close one, but, on the other hand, the certainty of a large and steady production will enable them to cut overhead and figure very closely on other competitive business.



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance — or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it — and ride in it — to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models ..... G$1,530 to G$1,655
118" Wheelbase Buick Models ..... G$1,820 to G$1,930
124" Wheelbase Buick Models ..... G$2,160 to G$2,195
132" Wheelbase Buick Models ..... G$2,160 to G$2,705

THE DRAGON MOTOR CAR CO., LTD.
Telephone 30228.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The BUICK 8
The Eights with Buick's Prestige

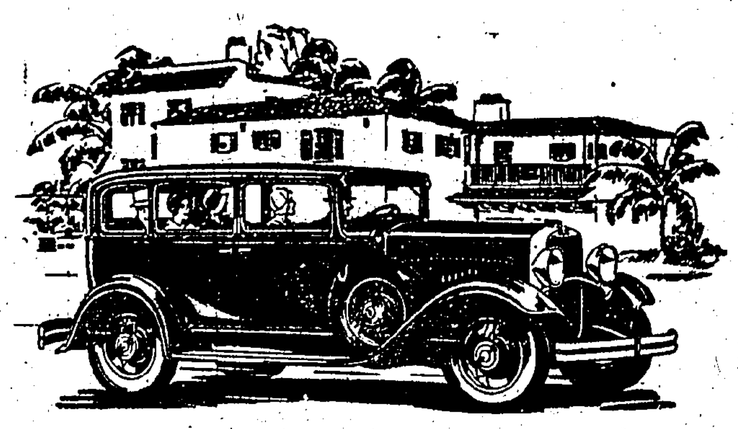
MOTORING SPRINGING.

Overcoming Side-sway.

Many motorists in Australia who have done considerable driving on large softly-sprung saloon cars have been surprised when they have had a drive in a low built sports model, at the greater feeling of stability when cornering at a fairly high speed. The reason is that the sports model is generally driven with its shock absorbers more tightly adjusted, and tyres fairly hard, while the bigger car runs on larger and softer tyres and more flexible springing, consequently is apt to have a rolling tendency at the back when taking a turn at speed. In many instances shock absorbers are fitted to obviate this disconcerting tendency; the ultimate result being that whilst it partially cures one evil, it stiffens up the action of the springs and a degree of comfort disappears.

In England a simple device is being marketed that is stated to successfully overcome this back sidesway. It consists of two short supplementary springs comprising three leaves, stepped in length, which are clipped on to the top of each of the front sections of the rear springs in such a manner as not to impede the functioning of the spring, after the manner common in Australia of clamping a piece of spring steel over a fractured spring. A small block of rubber is inserted between each end of attachment and the top leaf of spring proper before the clips are fastened. At the engine end of the attachment the topmost leaf, which is the shortest of the three and does not come under the holding clip at that end, is bent up about ½in. for length of 2in., and a hole bored in the centre. The attachment for front end of both rear springs is treated the same way. A cross steel tube of about ¾in. to 1in. in diameter of sufficient length to reach to full width across from spring to spring, and the ends of which are flattened and bored (probably also lightly reinforced) is used to hold this transverse tube to each of the bored uplifted end of each attachment. Thus when a car so fitted has a tendency to roll, the cross member and supplementary attachments check the roll to a remarkable extent. The fitment is also stated to have a steadying effect on a car as a whole, making it much more pleasant to drive at high speeds. Before attempting to fit an attachment of this nature, it is advisable to see that the cross tube will not come into contact with tail shaft, etc., when the car is in motion on a bumpy road.

A DEPENDABLE EIGHT
luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car . . . It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption . . . The safe, silent Mono-Piece Steel Bodies are squeakproof, rattleproof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments . . . . In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

413
DODGE BROTHERS

SOUTH CHINA MOTOR CAR CO.
35, Des Voeux Road Central.
Tel. 25644. Tel. 25644.

SPACIOUS FIREPROOF GARAGE
STORAGE, CAR WASHING & POLISHING
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Motor Accessories, Spare Parts, Gasoline & Oils.
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The China Mail

Thursday, March 5th, 1931.
First Moon, 17th Day.

ESTABLISHED 1845

大英三月五號 禮拜四
中華民國辛未年元月十七日

HONG KONG, THURSDAY, MARCH 5, 1931.

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NASAL CATARRH
COLD IN THE HEAD
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"ANTENOR" 18th Mar. For M'lles, L'don, R'dam & Glasgow
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"EURYLOCHUS" 20th Mar. For Genoa, Havre, L'pool & Glasgow
"TEIRESIAS" 20th Apr. For Genoa, Havre, L'pool & Glasgow

PACIFIC SERVICE.
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"TEUCER" 14th Mar. For Victoria, Vancouver & Seattle
"IXION" 9th Apr. For Victoria, Vancouver & Seattle

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"HECTOR" Due 6th Mar. For S'hai, Taku and Dalny
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"HECTOR" Sails 7th Mar. For S'hai, Taku and Dalny
"ANTENOR" Sails 18th Mar. For S'pore, M'lles and London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:—

Butterfield & Swire,
Agents.

STEAMBOAT CO.

(*Continued from Page 1.*)

currency but the greater proportion of the expenditure of which has to be met in gold. Such is the unfortunate position of your Company to-day. It suffices to state that European floating staff wages, passage money, Home leave privileges, cost of coal, stores and docking charges, are all incurred on a sterling basis, whereas the Company's receipts are taken in silver, part of which is Canton subsidiary coins which entails about 30 per cent. loss upon conversion into Hong Kong dollars To enable you to form a correct appreciation of the increased expenditure principally due to exchange differences I will itemise separate heads of expenditure. Out of a total increase of over $150,000.

Wages were responsible for	$58,618
Coal	36,349
Stores	12,421
Home Leave Pay	8,862
Wireless Pay	5,3 7
Repairs	18,195

Radical Changes Called For.

From the figures I have just quoted it will be seen how impossible it is for the Company to continue on the present working principles. Radical changes are called for. Your business is not the only one in the Colony that has to face these contending factors so prejudicial to your best interests. The problem bristles with difficulties and I may say that for some time now this all important exchange factor has been engaging the serious attention of your Directors. We are glad that a Commission is coming out to Hong Kong at the instance of the Colonial Office to investigate into the currency question. May we hope that some amelioration of the present difficult situation be fully realised?

During the year more steamers were placed in opposition both on the Canton and Macao services. Freight rates throughout the year ruled very low, showing in some cases only a bare margin of profit.

Practically all local shipping undertakings have suffered from local business stagnation, fall in exchange, and the periodical recurring political disturbances in the neighbouring provinces of Kwangtung and Kwangsi.

I may mention that your Directors, after due consideration, decided to insure the Company's steamers against total loss only but including salvage and damage by fire instead of on W.A. basis, thereby effecting a saving of about $17,000 in premium a year. At the same time they effected insurance to cover loss of earnings in the event of total loss for the sum of $400,000.

Tribute To Late Secretary.

Our Secretary, Mr. John Arnold, has, owing to ill health, tendered his resignation, which we with regret have accepted. Mr. Arnold has devoted no fewer than 30 years to the service of the Company, of which period he acted as Secretary for 17 years. I can pay him no higher tribute than to say that during this time he has gained not only the respect but, I think, the esteem of all those with whom he has come into contact. His long shipping experience has been an invaluable factor in the conduct of the business of the Company. We shall lose in him a most efficient Secretary. I feel sure you will approve of the Directors' action in granting to him in recognition of his long services a bonus of $20,000 which includes the equivalent of nine months' leave.

To succeed Mr. Arnold we have appointed Mr. George E. Ellams as acting Secretary.

I can only express the hope that when we next meet the long desired improvement in trade may have developed so as to reflect itself in the lifting of the depression that has been over the shipping industry for such a long period.

It has always been the custom of the Chairman in closing his remarks to thank the staff of the Company both ashore and afloat, who always labour, strenuously in the promotion of our interests. I do so with much pleasure on this occasion. I wish to acknowledge to all members of our staff, European and Chinese, my appreciation of their loyalty and devotion to duty.

Obstacles Surmounted.

Mr. M. Fernandez said:—

I beg to second the adoption of the Report and Accounts and in doing so, I would like to make a few remarks.

Your announcement of the inability of the directors to recommend the payment of a dividend does not come as a surprise to me. It will doubtless be remembered that when addressing your predecessor in the Chair at the last Annual Meeting, I called attention to the fact that, due to the farming system, our steamers had been running at a loss and that the payment of dividends by borrowed money was "unjustified, as the net profit was mainly income obtained from investments." The farming out of the Chinese freight and passage business had never been satisfactory.

In view of the gratifying results obtained under the Company's new system, during the period of six months (July to December) which have so fully proved the wisdom of the policy outlined by you a year ago, I wish to congratulate you, Sir, and to express the conviction that the confidence in you evidenced by the large number of votes in your favour at the poll on June 24, 1930 has been fully justified.

Unity of opinion among shareholders is usually not easily obtained, because of their varying points of view, also because they are not as a rule, an organised body, nor are they easily organised. It is, therefore, not an easy matter for shareholders assembled at a meeting, to decide which one of their number is best fitted to represent them.

At the time when you took over the management there was great uncertainty as to the future of the Company. There were so many uncertain factors and so many serious possibilities, that your task, Sir, was indeed a difficult one. The situation was unusually complex.

The task of revitalising and recapturing the lost business of the Company was not an easy one, but you have surmounted all the obstacles and emerged triumphant, with an increased revenue of nearly a lakh on the Canton Line. This is attributable to your able management and proves conclusively that the shareholders made no mistake when they approved your policy by such a large majority, thereby showing that they realised that you possessed the best qualifications for undertaking the control and development of the Company's affairs.

Although last year's profit may be somewhat disappointing, due principally to the unparallelled drop in exchange, shareholders ought to be gratified to note that the Company's share investment cost prices of $385,968.90 appreciated $678,728.60 (including last year $333,644.40) making a total of $1,064,717.50 or something over 175 per cent. of their original book values.

Perusal of the report amply illustrates the soundness of the Company in tangible liquid assets. The Company is now established on a very sound basis.

In conclusion. I desire to state that, while present prospects may not be as bright as we should like, due to the continued existence and the seriousness of current shipping depression and competition combined with the unfavourable exchange we have reason to be encouraged, inasmuch as the Company has come through such parlous times and the report shows such a satisfactory position, which is indeed as good as could be expected in such circumstances, and I feel certain that, when the long looked for revival of trade materialises this Company will receive its fair quota of prosperity.

With these few remarks I beg to second the adoption of the report and the statement of accounts.

Other Businesses.

Messrs. R. K. Batchelor and Li Tze-fong were unanimously re-elected Directors for the ensuing year, on the proposal of Mr. Stuart-Smith, seconded by Mr. M. H. Lo.

Mr. M. P. Lo proposed, and Mr. Wei Tat seconded the reappointment of Messrs. Linstead and Davies, and Messrs. Lowe, Bingham and Matthews as auditors at the increased remuneration of $1,250 each.

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Daily at 2.30, 5.10, 7.15 & 9.20 p.m.
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ECLIPSES ANY PICTURE EVER SHOWN
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HEAR THEM ON THE SCREEN—FUNNIER THAN EVER!
MORAN AND MACK
in
"WHY BRING THAT UP"
LAUGHS GALORE—GIRLS BY THE SCORE.
Booking at Anderson's & the Theatre (Tel. 25720).

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A Paramount Picture

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At 2.30, 5.10, 7.15 & 9.20.

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THE SEASON'S SENSATION.

ADDED ATTRACTION
SCREENDOM'S FUNNIEST TEAM.
STAN LAUREL OLIVER HARDY
IN
"BLOTTO"
HEARST METROTONE NEWS

NEXT CHANGE

A William Fox Movietone drama of the snowlands
ROUGH ROMANCE

Directed by A. F. Erickson
with
George O'Brien
Helen Chandler
Antonio Moreno
Noel Francis

MADGE BELLAMY
in
"SOFT LIVING"
with JOHN MACK BROWN

AT THE STAR
TO-DAY TO SATURDAY
AT 5.30 & 9.20.

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